ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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SEPTEMBER 1957

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SEPTEMBER 1957 Nav-Pers-O NUMBER 488

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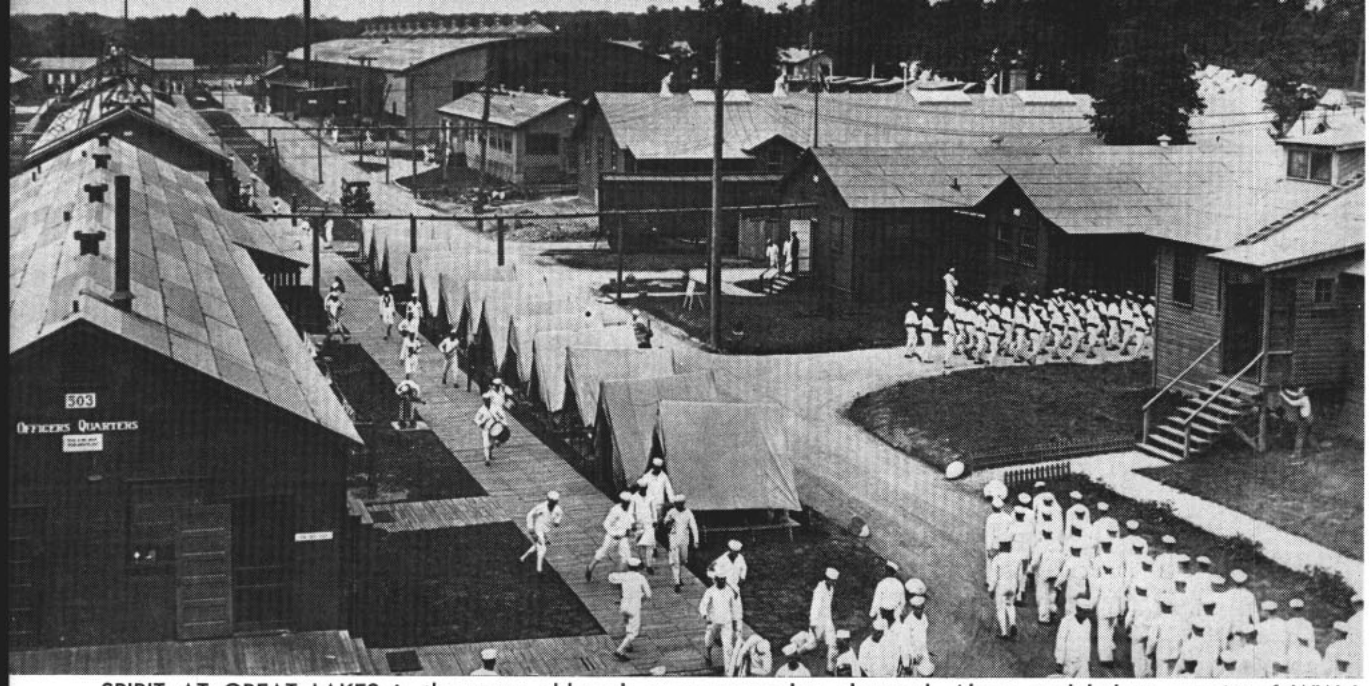
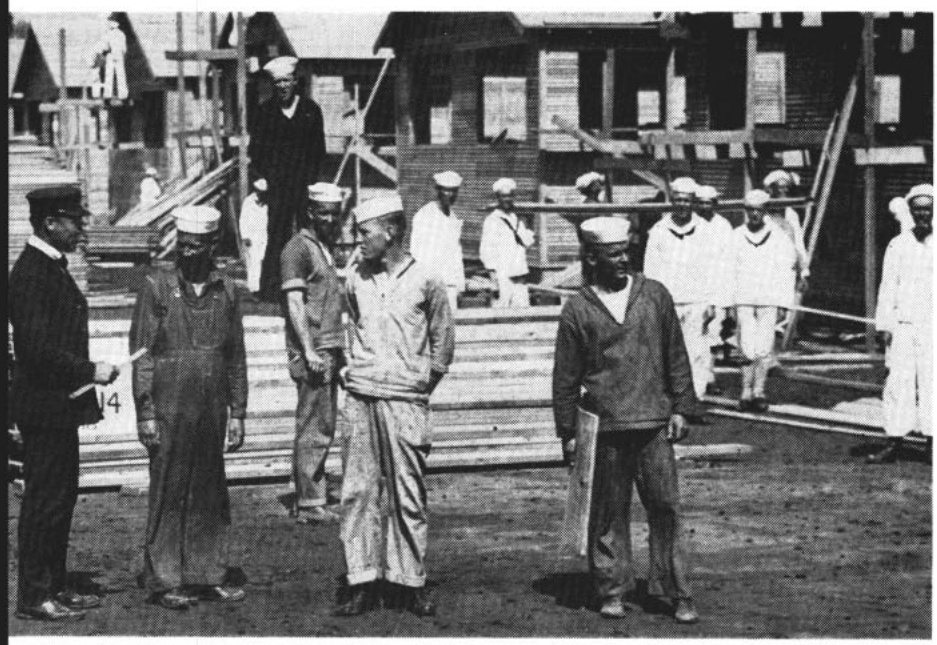
AT LEFT: SOLID FORMATION—Well trained boots at U. S. Naval Training Center, San Diego, Calif., form geometrical patterns on the center's parade ground as they present the colors under the evening sun.

• FRONT COVER: INSIDE JOB—Landing Ship Dock USS *Casa Grande* (LSD 13) drops her stern gate to discharge landing craft while participating in amphibious landing exercises in Caribbean waters.

• CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



SPIRIT AT GREAT LAKES is the same although appearance has changed. *Above and below:* recruits of WW I.



NTC Great Lakes—

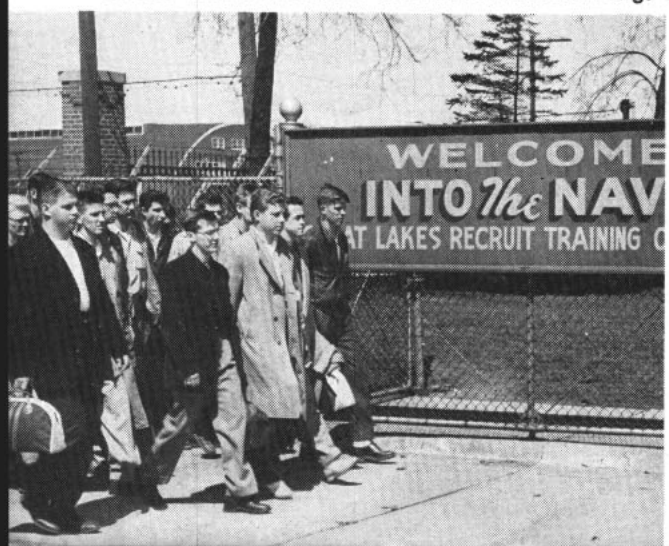
WHERE

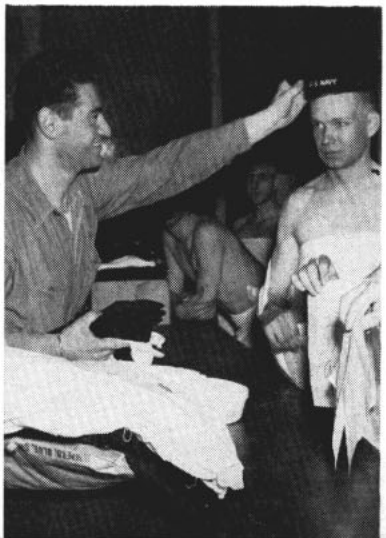
WHEN PRESIDENT THEODORE ROOSEVELT first pushed the idea of a naval station in the Midwest people were just as skeptical of this idea as they were of the flying machine the Wright Brothers were experimenting with at about the same time.

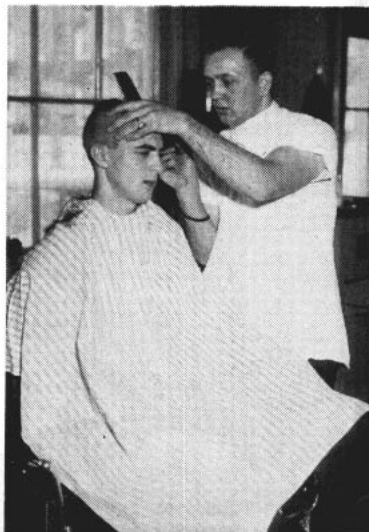
Who ever heard of a naval base 1200 miles from the nearest ocean? What type of sailor could possibly be trained there? These were the questions people asked, but the U.S. Naval Training Center, Great Lakes, Ill., was finally commissioned several years later, in 1911.

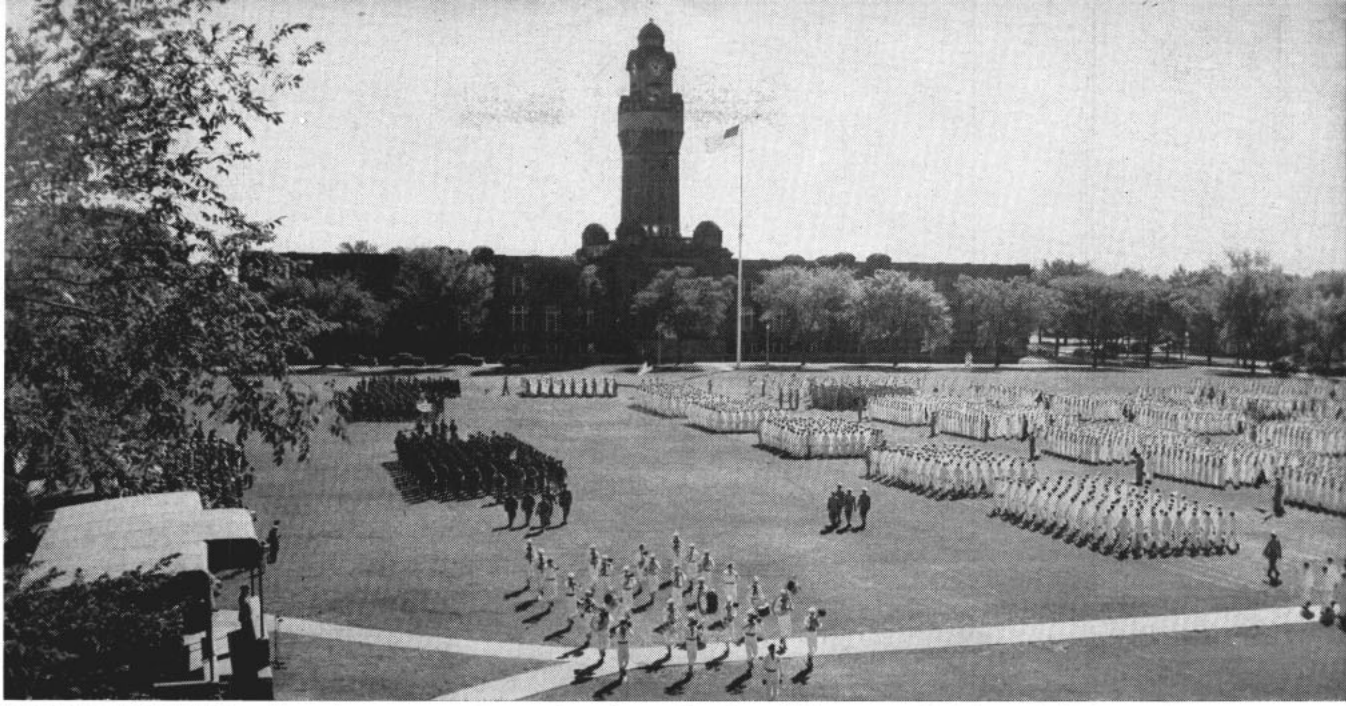
Now the answers are evident. In 46 years Great Lakes has grown to be the largest naval recruit training center in the world and the biggest naval installation in the Midwest. During World War II one third of

GREAT LAKES RECRUITS are not bewildered long. They get a fast and thorough indoctrination in Navy way of life.









PASSING IN REVIEW — Men demonstrate teamwork and coordination which are carried through their naval careers.

SAILORS ARE MADE

America's fighting Navymen were trained "out in the Midwestern boondocks." Since 1911 approximately one and one-half million men and women have learned their Navy ABCs at Great Lakes. A sailor who has the Great Lakes stamp of approval has the Lakes' reputation behind him.

Today, if the unknown first Great Lakes recruit, who reported on board in July 1911, were to visit his old Alma Mater, he wouldn't recognize it—nor would most of those who followed him. Great Lakes as it stands now has accommodations for 9,000 boots in addition to about 10,000 other people who are assigned to such activities as the Ninth Naval District headquarters, the 16-school training command and one of the largest naval hospitals in the Midwest.

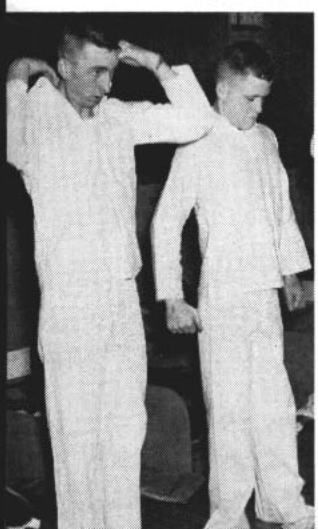
During World War II the seams almost came apart as more than 100,000 enlisted men were on board at one time. The training center handled more recruits than any other boot camp. And, before the war was over, 675 new buildings had to be put up to keep pace with the Navy's demands for men.

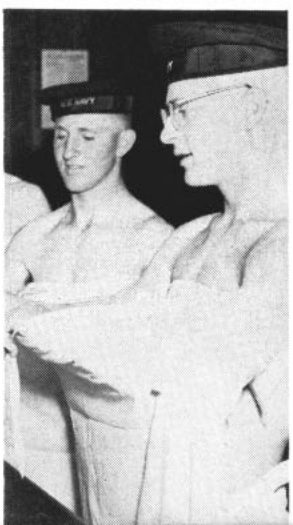
These buildings were added to the 1736 constructed during World War I, when 25,000 men were trained at the Lakes. During these two sieges of growing pains it was not at all uncommon for a bedraggled recruit to retire to a tent instead of a barracks or to a hammock rather than a pad. The boot camp was a 12-week course—and every minute of it business. Men were being conditioned for war and all evidence points toward success in this respect.

Today, there is no need for mass production output, even though it may seem helter-skelter to the men who experience the training. Every man lives in a barracks and maintains his own locker. There's time for recreation and fun along with the building of esprit de corps and the ship-life indoctrination. Each man's talents and aptitudes are weighed carefully so that he will be appropriately assigned on his first tour of duty in a ship or station.

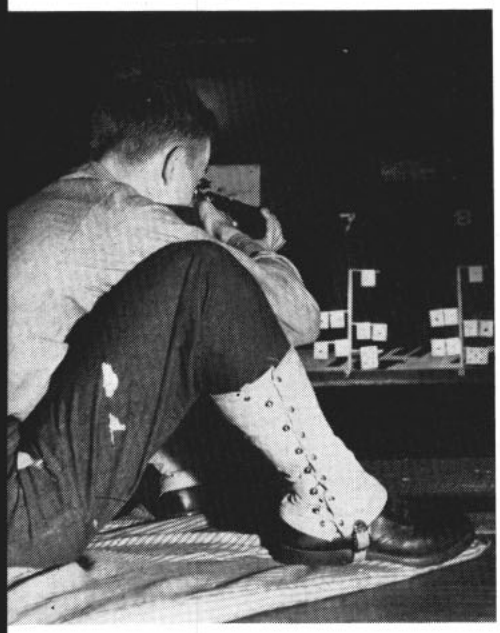
Great Lakes is situated near Lake Michigan. It's not nearly so large as the Atlantic or Pacific but would look just as big to young lads straight

NAVY KNOW-HOW becomes a part of each recruit's life. Soon he becomes a sharp-looking, well trained whitehat.





RECRUITS fight fire with high-velocity fog. *Below:* Trainee zeros in on target.



from Midwestern farms. Their curiosity for the sea and travel makes them good sailors—but adjustments must first be made.

On first sight of the huge drill halls the young recruit might think "This sure would hold a lot of hay"; or the sight of 125 acres of drill fields—all untilled—might amuse him. But after the training period the new sailors have tempered their memories of civilian life with eagerness to begin their naval careers.

The oldtimers who could have joined the Navy when they were only 14 years old (a permissible practice right after the turn of the century) will perhaps find the new Great Lakes inconceivable. Even those who went through boot camp there during World War II would soon lose their way around, or at least find things very unfamiliar.

The wooden barracks and buildings used for the training of thousands of Navymen in the 1940s will soon be replaced. A long-range construction and modernization program is in the making to replace existing substandard facilities.

When the first new recruit camp is completed this summer, the most modern training facilities will be at Great Lakes. The camp will include barracks, mess hall and classrooms which will quarter, feed and train more than 5000 recruits. A modern three-story barracks, which will house 2000 service school students, is also being completed. All the new barracks will be of permanent construction.

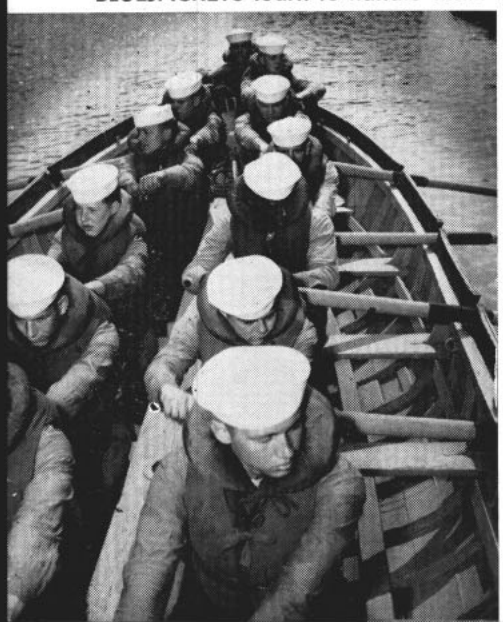
Looking at the size of Great Lakes from a different angle, if you can imagine a building 25 feet wide, 13 feet tall and 100 miles long, you get some idea of total area of all the Great Lakes' buildings if they were put under one roof.

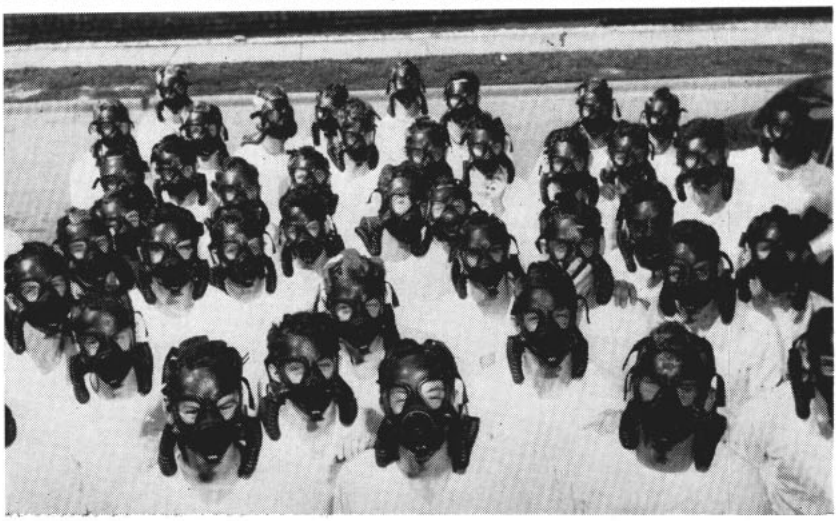
Four of these buildings are the original drill halls in which recruits have paraded, played and drilled for the past 47 years. Plans are now being made for their renovation. In addition, the Navy plans to develop 590 units of dependents housing, some of which will replace the present public quarters.

Great Lakes needs plenty of buildings because there's so much going on there.

Under the service school command, a Navyman can learn anything from watch and tooth repair to atomic theory. Seven of the 12 basic vocational categories within the Navy's rating structure are covered at the Lakes—electronics, pre-

BLUEJACKETS learn to handle small boats in recruit training. *Right:* Mars-style Navymen wait to enter gas chamber.





cision equipment, administrative and clerical, engineering and hull and medical and dental.

A total of 37 different classes are offered in the four types of schools—P (preparatory), A (basic skills of a specialty), B (advanced skills) and C (short courses).

There are four electronics schools, two of them for electronics technicians. The others are the basic electricity and electronics school and the electronics maintenance school.

The instrumentman (IM) and opticalman (OM) schools at the Lakes represent the precision equipment group. A few of the courses taught in the IM school are calculator, adding machine and watch repair. The OM courses include submarine periscopes, lead computing, sight, range finder and advanced telescope repairing.

Other specialists who receive training at Great Lakes are machinist's mates, gunner's mates, enginemen, electrician's mates, boilermen, hospital corpsmen and dental technicians. The Navy's only journalist school is also located there.

Officials at Great Lakes believe that to produce the best sailors in the world, the most competent instructors must first be trained. To accomplish this, a four-week course at the Lakes provides training in methods and techniques for instructors in the service school and recruit training commands.

One of the main reasons for the tremendous growth of Great Lakes is its centralized location. It is, in many respects, a giant central terminal for the entire Navy—a handy point of departure to the Fleet located in all corners of the globe.

WHITEHATS learn ropes in boot training. *Below:* Recruits show trophy flags.

For instance, two of the most important Navy functions—supply and promotion examinations—are governed from Great Lakes which is also the headquarters of the largest district in the Navy. There are two major supply depots located at the Lakes. One controls the procurement and distribution of repair parts required for the maintenance of electronic equipment for all ships and stations; the other handles naval equipment in general.

As soon as a man begins trying for his rating, he will have dealings with the Naval Examining Center at the Lakes, which prepares and processes every exam. An enlisted man doesn't have to worry about not getting an up-to-date and fair examination, because a chief petty officer who's a selected specialist in his rating makes up his test. Recently the

PHYSICAL DRILL with firearms requires teamwork. *Right:* Flemishing down the line prevents it from fouling.

Center has also begun providing and administering officer professional examinations for promotions.

Once a Navyman is promoted or receives a decoration or award, the home folks are sure to know about it.

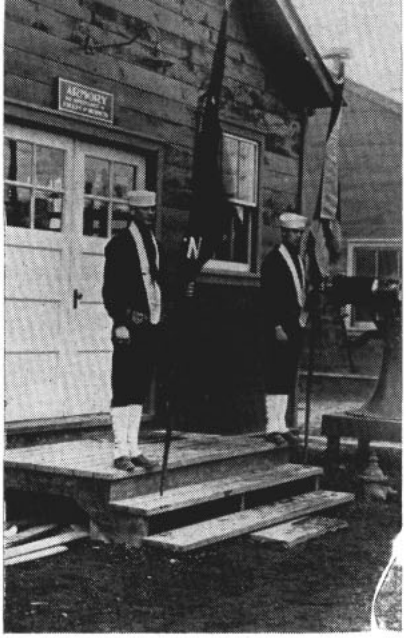
The Fleet Home Town News Center at Great Lakes—the receiving station for all Fleet news—works 'round the clock near the Lake Michigan shore. Journalists collect and route the news stories and pictures of Navymen and women all over the world to the proper home town publications.

The U.S. Naval Hospital has a staff of 148 officers, 267 enlisted men and Waves and 306 civilians to administer medical, surgical and dental care to naval personnel and their dependents in the Great Lakes area. The hospital is also a huge training center, where corpsmen, residents, interns and nurses are put through their paces.

A new 12-story hospital, which will be the tallest building at Great Lakes, is included in the Lakes building program. The structure will have a floor space of 460,000 square feet to hold 800 beds. The present hospital has been in operation, except for one year, since the installation was commissioned.

There has been no Wave boot camp at the Lakes since 1952 in which year the women's training center was moved to Bainbridge, Md. However, about 225 enlisted Waves are assigned to Center commands.

Great Lakes Naval Station did not come about by mere chance. A few far-sighted citizens made it possible.



EARLY ARMORY at NTC is shown here as recruits with colors in hand stand guard on old wooden steps.

It all began in 1904, when Theodore Roosevelt ordered a group of naval officers to recommend a possible site for a naval installation in the Midwest. This was part of his plan to build up the U.S. Fleet, then just a fraction of what it is today. After inspecting some 37 different locations the officers finally chose Lake Bluff, a short distance from Chicago. The size of the site was 172 acres, and the price $175,000. In view of the "large" sum needed to take over this location, the government hesitated. But a Navy-minded group of citizens—called the Merchants Club of Chicago—raised enough money to buy the ground. They sold it to the United States for one dollar "and other good and valuable consideration."

As did the airplane, the naval base 1200 miles from salt water had to outlive criticism and skepticism. As is usually the case many years after a wise decision or ingenious invention, all this is forgotten—but the subject of the skepticism lives on.

To celebrate the progress, Great Lakes has made a summer-long homecoming for naval personnel—young, old and new—who have gone through recruit training there.

The festivities began 27 May and are scheduled to continue through 7 October.

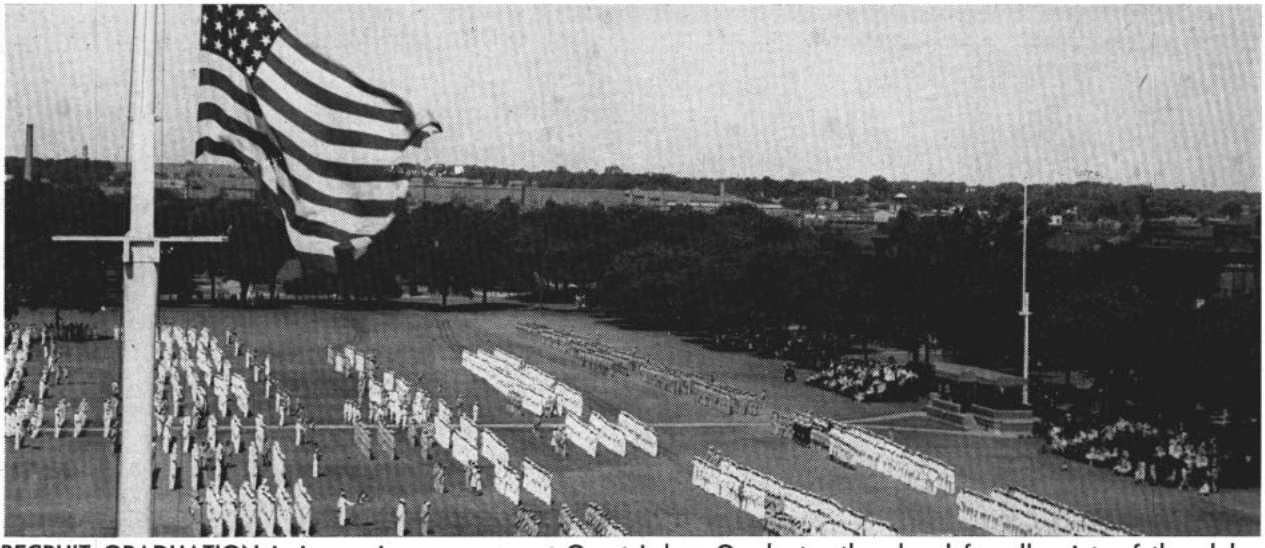
During that time, exhibits showing the development of naval warfare and techniques in the past half-century are to be featured.

Each week one of the 20 Midwestern and Southern states which supply manpower to the training center is to be honored when a special company, recruited especially for the occasion, is graduated en masse and passes in review before the governor from its state.

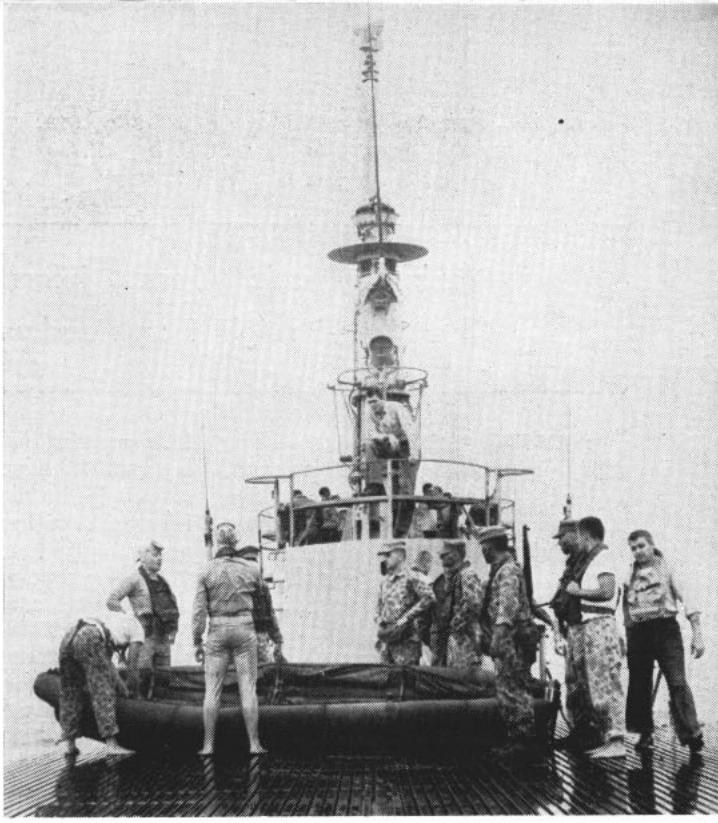
Guided tours of the installation are being held weekly. Alumni and guests will see skilled Navy technicians demonstrate the role of the modern sailor in shipboard firefighting, deep sea diving and underwater demolition.

Also available to the thousands of guests expected during the celebration will be demonstrations by the Blue Angels—famed jet flight exhibition team—helicopters and amphibious craft. Several recent nuclear weapons and missiles, including the *Sparrow*, *Sidewinder* and the *Regulus II*, are on display during the homecoming.

—William Miller, SN, USNR.



RECRUIT GRADUATION is impressive ceremony at Great Lakes. Graduates then head for all points of the globe.



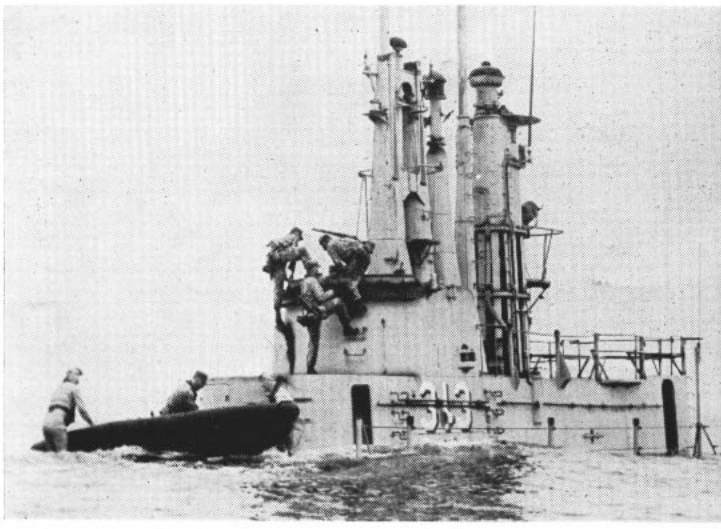
Scouting Mission

SILENT INSPECTIONS by way of Davy Jones' kingdom are part of the primary duties of the Navys' Underwater Demolition Teams.

Not long ago, a UDT and Amphibious Reconnaissance Marines on board USS *Perch* (ASSP 313) took part in Operation Ski Jump off the coast of California. *Perch* put over two reconnaissance parties to infiltrate "enemy" positions, observe strategic points and defense concentration, determine beach conditions for landing men and make a concealed withdrawal from the landing sight.

After a successful mission the men returned to rendezvous with the sub and were quietly taken on board to complete a "job well done."

Top left: Amphibious Marines apply camouflage before Ski Jump scouting mission. *Top right:* Launching party prepares landing boat to carry men ashore. *Right:* Returning to sub, team makes a watery landing. One or two feet of water on deck allows quick and safe recovery of men. *Bottom:* One reconnaissance team leaves *Perch* behind as "Sea Raiders" and frogmen paddle toward "enemy."



THE WORD

Frank, Authentic Advance Information On Policy—Straight from Headquarters

• **MANPOWER REDUCTION** — The Navy, under a Defense Department order for the armed forces to reduce the number of men on active duty, has worked out plans that will make the cuts as painless as possible. The order calls for a Navy reduction of 1635 officers and 13,365 enlisted men by 31 Dec 1957. Here's how it will be carried out:

Officers — Reserve officers, serving on first tours of obligated active duty, who are scheduled for release in December 1957 and January, February and March, 1958, will be released up to three months early, begininng 1 Nov 1957. However, this does not affect other current instructions concerning augmentation and extension for young officers in their initial periods of obligated active duty. Outstanding young Reserve LTs and LTJGs may request one-year extensions or extensions through current deployment if so recommended by their COs.

Some temporary officers in the grades of CDR, LCDR and LT who were in the promotion zone for LCDR during fiscal year 1957 will feel the effects of the reduction. After priority of retention lists are established through board action, several hundred temporary officers in this category will be reverted to their permanent status or retired. In every possible case they will receive at least four months' advance notice of such action.

All Reserve warrant officers will be released to inactive duty.

Reserve officers who have been twice passed over for selection will be released from active duty with four months' notice, instead of at the end of the fiscal year. Temporary officers in the same category will be reverted or retired with four months' notice.

Officer procurement will be reduced in all categories.

Enlisted Personnel — Enlisted men who entered the Navy through Selective Service after 1 Jan 1956 will be separated five months early, beginning 1 Oct 1957. Where these men are in deployed units, retention until the units return to the continental United States is authorized. However, all of these releases should be made before 31 Dec 1957.

Men lacking in professional competence and adaptability will be separated early in accordance with the provisions of NavAct 9 and BuPers Inst. 1910.11B.

Reenlistment standards will be reemphasized.

USN recruit quotas will be cut and enlistment qualifications will be higher.

The number of Reserve volunteers accepted for active duty will be smaller.

These plans were outlined in NavAct 10. Further details are contained in subsequent NavActs and BuPers Instructions.

• **BMs and DCs NEEDED ASHORE** —A number of shore duty billets for BMs and DCs in pay grade E-4 and above who are qualified sail makers, sailboat riggers and wooden hull carpenters are available at the Naval Small Craft Facility at Annapolis, Md.

Boatswain's mates qualified in fabrication, repair and storage of sails, as well as those qualified in the installation, testing and maintenance of standing and running sailboat rigging; and damage controlmen experienced in repair, finishing and preservation of wooden sailing hulls are needed to maintain sailing craft used in training.

If you are now eligible for shore duty in accordance with BuPers Inst. 1306.20C, you should submit a SDEL card (NavPers 2416), or if currently on the shore duty list, submit a corrected card and list these special qualifications.

If you can qualify for shore duty under BuPers Inst. 1306.62, these special qualifications should be listed under Block 16 of the Seavey Rotation Data Card, using short descriptive remarks such as "sail maker," "sailboat rigger" or "wooden hull maintenance."

COs have been requested to endorse all requests submitted.

• **DD FORM 93-1**—While most Navymen will agree that paperwork, at times, can become one of the most troublesome burdens ever invented, there is yet one more form which should be filled out—and one of the most important papers to you and your family.

It goes under the title of DD Form 93-1 (Rev-1 Dec 1956) which is your official Record of Emergency Data. Importance of the form is pointed up by the fact that it is not only used for purposes of notifying your next of kin should you become a casualty, but it is the *only* paper in your records which provides for the designation of a beneficiary for the death gratuity and unpaid pay and allowances.

The new revised form was made necessary by the repeal of the Servicemen's Indemnity Act of 1951 and the passage of Public Law 881 by the 84th Congress. The change became effective 1 Jan 1957, canceling the payment of the Servicemen's Indemnity when a death occurred on or after that date.

On the new form you may list

REMEMBER, wherever you are in the world there are nine other Navymen to read this issue—PASS THIS COPY ALONG.

any National Service Life Insurance, U.S. Government Life Insurance or commercial insurance you have in effect, so that in the event of your death, the official Certification of Casualty, NavPers 2059, can be furnished as proof of death to the Veterans Administration and all the commercial insurance companies you have listed.

In the event you become missing, your pay and allowances could amount to thousands of dollars during that time. Your designation of a person to receive all or part of this money is used as a guide in the registration of an allotment for the support of your dependents. You will have helped your family to get over the hurdle of unnecessary problems by taking a few minutes to fill out the form and by making sure that it is kept up-to-date.

Who should make out the new DD Form 93-1? Every man and woman in the Navy who hasn't already done so—and since the revised form was first distributed after 1 Jan 1957, that applies to *you.*

The old form becomes obsolete upon receipt of the new Record of Emergency Data form, and it is up to each officer and enlisted man to see to it that the new one is filled out completely and accurately. If your ship or station runs out of DD Form 93-1 (Rev. 1 Dec 1956), additional supplies are available from Forms and Publications Supply Distribution Points.

• **FREE TRANSPORTATION AT ISOLATED BASES**—As pointed out on page 25 of the May 1957 issue of ALL HANDS—"Rights and Benefits of Navymen and their Dependents"—Navymen (and their families) are authorized to receive one round trip by air to a nearby large city or country during a normal tour of duty at certain isolated bases. The article also stated that, "All transportation will be strictly on a space available basis."

Unfortunately, space for these trips is not always available. At some remote stations the waiting lists are long and aircraft are tied up in operations vital to national defense.

In view of this situation, there can be no guarantee that all individuals who are authorized to take these trips will be able to do so.

The Navy does its best to see that you get a chance to exercise this privilege, but obviously when space is not available, neither are the trips.

• **FURLOUGH FARES** — You may continue to buy furlough rate railroad tickets as you have in the past, but at a slightly higher price.

Tickets at the reduced rate will be granted on round-trip coach accommodations to all naval and military personnel on active duty (including cadets and midshipmen) *traveling in uniform,* while on written authority for leave, pass, or furlough, including liberty cards but not identification cards. Tickets will be valid over the same route in both directions, for 90 days from date of sale and will include regular stopover and baggage privileges.

Authority may be found in BuPers Inst. 4642.2B.

• **WASHINGTON LICENSES** — All Washington State driver's licenses bearing the stamp "Military Duplicate" are no longer valid and military personnel who are citizens of the state and wish to retain their driving privileges should apply for a regular driver's license.

The old military permits were cancelled by the Washington State legislature. The moratorium which had previously existed on driver's licenses of citizens of the state serving in the armed forces was cancelled.

Renewal and exchange of driver's licenses cost $4 and can be accomplished by writing Driver's License Division, Department of Licenses, State of Washington, Olympia, Wash.

Military personnel from other states, stationed in Washington, must possess a driver's license from their home state or obtain a Washington license.

• **WO APPOINTMENTS** — Thirty-five chief petty officers and one first class have been issued temporary appointments to Warrant Officer W-1.

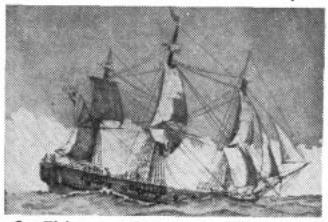
These appointments bring the total to 666 named from an eligibility list of 695 which was established by a selection board convened in April 1956.

Regular Navy appointments were broken down into the following designators: Boatswain (7132), 3; Surface Ordnance Technician (7232), 3; Machinist (7432), 10; Electrician (7542), 5; Aviation Electronics Technician (7612), 7; Communications Technician (7642), 1; Electronics Technician (7662), 1; Ship Repair Technician (7742), 1; Supply Clerk (7982), 2; Civil Engineer Corps (8492), 3.

QUIZ AWEIGH

Some of the past and future is included in this month's quiz. Sit back and relax, reminisce a bit and then gaze into the future—now you're ready.

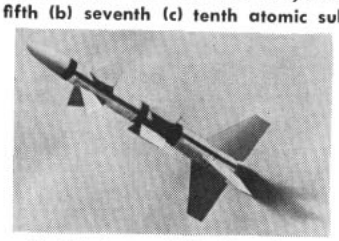
1. The fishing schooner *Hannah* was fitted out as this country's first warship. It was commissioned in Sept 1775 by (a) John Paul Jones (b) George Washington (c) Esek Hopkins



2. This was America's first flagship. It was the (a) 24-gun *Alfred* (b) 12-gun sloop *Providence* (c) 16-gun brig *Lexington.*

3. One of the Navy's newest and largest ships was commissioned last month. She's CVA-61 named (a) USS *Ranger* (b) USS *Independence* (c) USS *Kitty Hawk.*

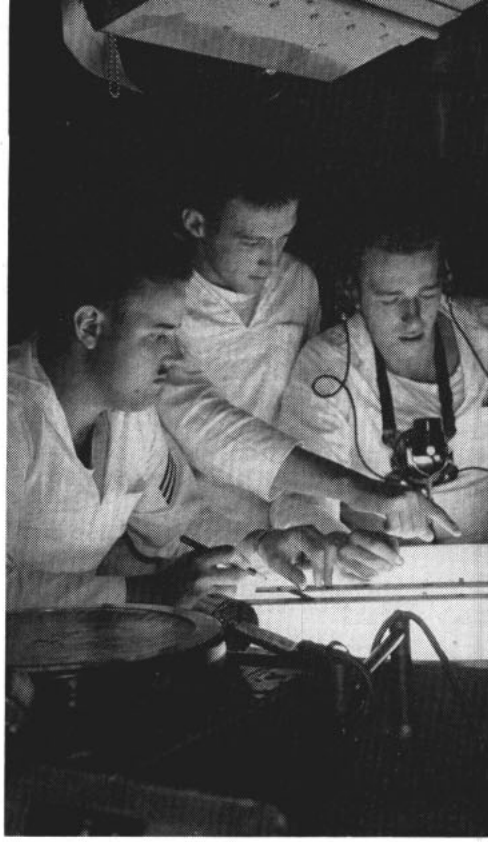
4. While this, the third of the six *60,000-ton Forrestal carriers* to be authorized was being commissioned at Portsmouth, Va., the nuclear-powered submarine USS *Sargo,* SS(N)583, was being prepared for launching on the West Coast. When christened this month *Sargo* will be the Navy's (a) fifth (b) seventh (c) tenth atomic sub.



5. This is one of the Navy's newest long-range surface-to-air guided missiles. Scheduled to join the Fleet next year, it's (a) *Polaris* (b) *Terrier* (c) *Talos.*

6. This missile, capable of speeds much faster than that of sound, will be the main armament of (a) USS *Compass Island* (EAG 153), (b) USS *Galveston* (CLG 3), (c) USS *Boston* (CAG 1).

Did you get a 4.0? If not, turn to page 51 to check the answers.



CIC ACTIVITIES: ***Above:*** **Radar check** ***Below:*** **Vertical plot**

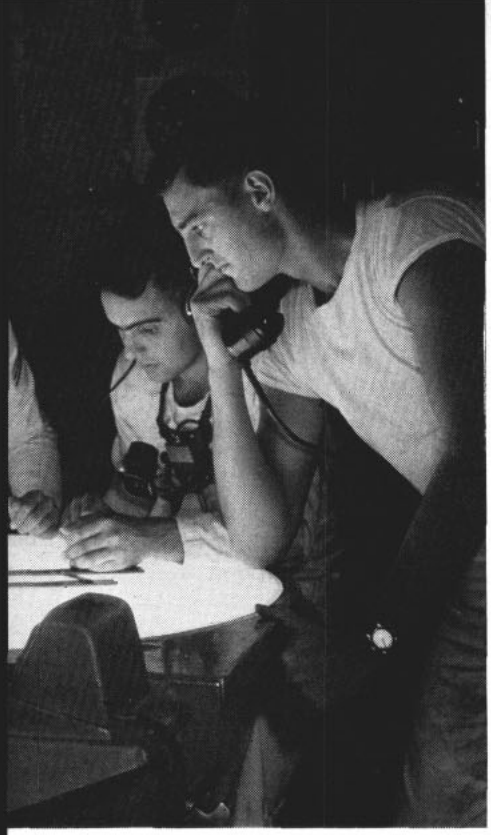
Horizontal plotting

COMBAT

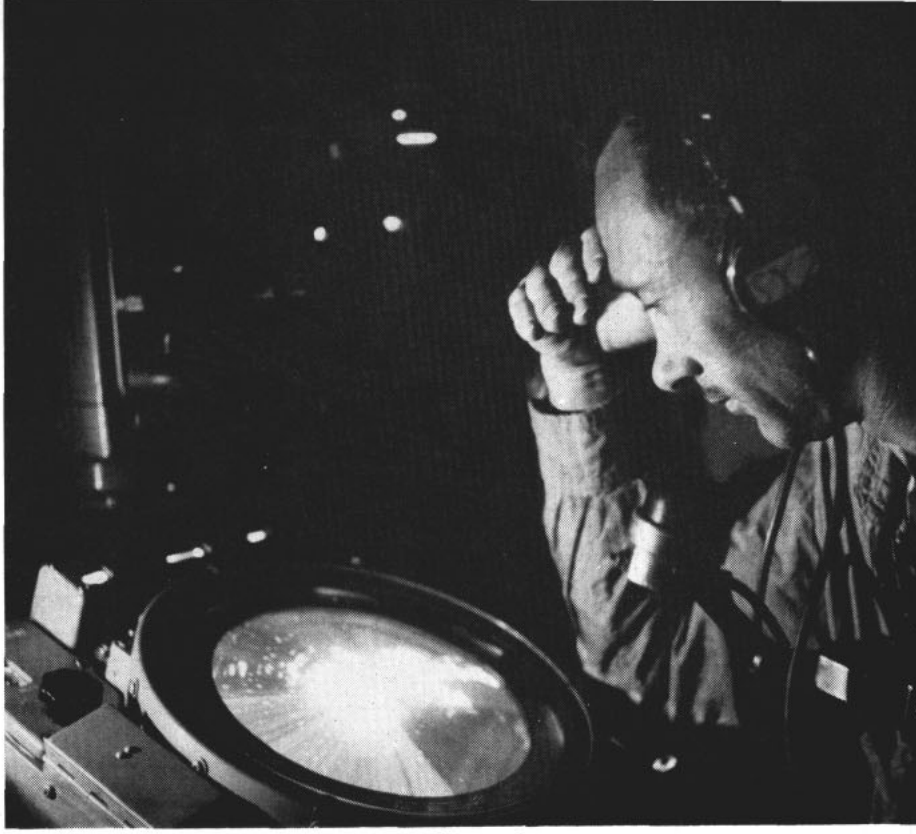
BEFORE THE DAYS of jet planes, missiles, radio, radar and sonar, naval warfare was a relatively simple affair. For instance, in the famous frigate duels of the War of 1812, the skipper of a ship could usually base his decisions on little more than his knowledge of his own situation, his seamanship and whatever he could find out about the enemy through his own eyes and reports from lookouts.

Nowadays, however, a battle might involve aircraft and missiles lauched many miles from the center of action, and the commander of a Fleet or the captain of even a single ship has to rely on information from many sources in order to find out what's going on. If the skipper himself had to go through all the reports from all these sources he'd be so tangled up in trivial details that he wouldn't have time to turn around—let alone make decisions—and, before he knew what had hit him he'd have lost the battle.

The solution to this problem is the *Combat Information Center*, where radar operators, plotters, talkers, status board keepers, evaluators, controllers and coordinators work to collect and assimilate the data so vital to a modern naval



board on cruiser



Radar watch

INFORMATION CENTER

operation with its many components.

In short, a Combat Information Center is the central unit of a single ship or force charged with collecting and assimilating combat data in order to advise the bridge of the present situation and possibilities of the future. Another way of looking at it is to regard it as an overgrown computer, consisting of many men and machines.

A child of the age of electronics, CIC grew up hand-in-hand with radar in World War II. RADM Samuel Eliot Morison, USNR, the naval historian, describes its development as follows:

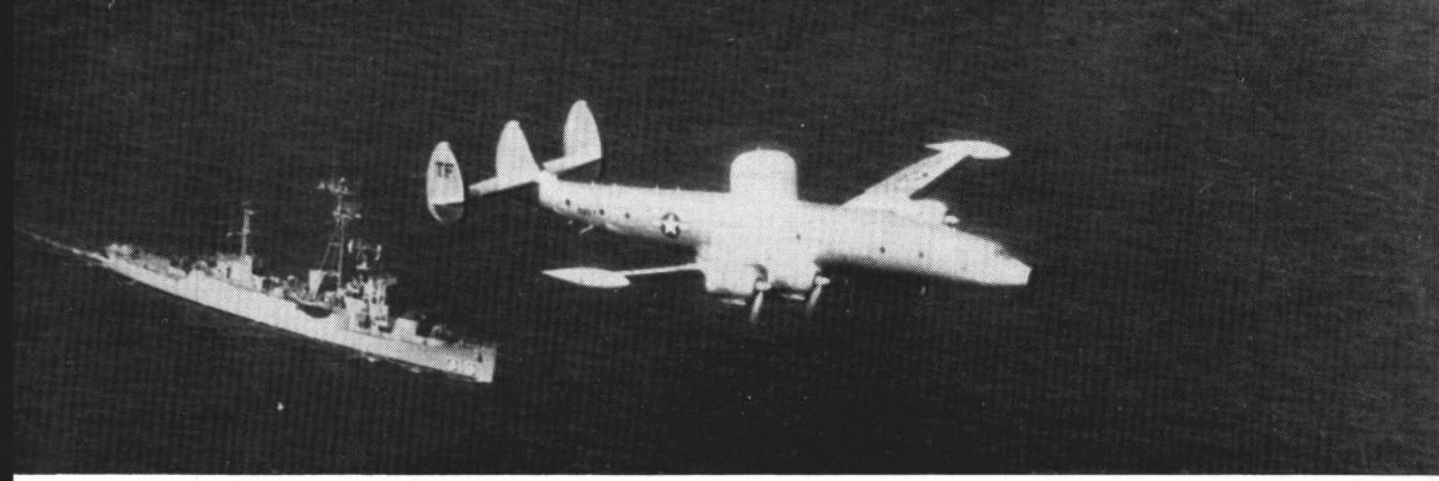
"Early in the war, digestion of radar intelligence was confined to fighter-director officers and enlisted radar operators. The night actions around Guadalcanal convinced everyone that radar contacts should be plotted and expertly analyzed in a quiet spot away from darkened bridges. Ship's crews equipped a compartment in the superstructure as "radar plot" and the executive officer gravitated thither. Gradually radar plot absorbed other functions, becoming a terminal for radio, radar and lookout reports. Information received would be correlated and passed to bridge, gunnery, flag or other stations depending on its character. Thus, radar plot, as its scope and importance broadened, became the Combat Information Center, CIC. By the end of the war CIC was big business conducted in well protected compartments below, manned by as many as 50 men; it may be said to have usurped Bridge as the nerve center of the ship."

The core of CIC is still radar, which almost everyone in today's Navy knows, gets its name from "ra(dio) d(etection) a(nd) r(anging)." Radar isn't perfect, but, through its use of high-frequency radio waves to detect the presence and indicate the position of distant objects, it has practically eliminated the use of darkness, fog, camouflage or the sun's glare as effective cover for surprise attacks.

The image of any solid object (and even some not-so-solid ones, such as storms, etc.) can be picked up on the radar screen. Thus, right now in Radar Picket Submarines (SSRs), Radar Picket Destroyers (DDRs), Ocean Radar Station Ships (YAGRs) and radar-laden blimps and planes, CIC teams are watching their scopes 24 hours a day to detect the "pips" (radar contacts) that might turn out to be enemy aircraft headed for a sneak attack on the United States. (See September 1956 issue of ALL HANDS.)

To the uninitiated, a typical shipboard Combat Information Center is a noisy, dark and confusing outpost of Bedlam. A visitor, entering a darkened CIC for the first time, is confronted with an imposing array of radar repeaters for surface search, air search and height finding; a vertical plot, horizontal plots and status boards; radar operators, plotters, talkers, evaluators, controllers and AA coordinators—all complete with coffee cups and bystanders. To add body to the confusion there are loudspeakers rasping jargonese over several radio circuits, frequently interspersed with blasts from the intercom.

However, there is method to this madhouse. Here, in all this seeming confusion, reports and messages from lookouts, radio room, sonar shack, signal bridge, intelligence and radar operators are all brought together. These bits of information are then fitted into place like pieces of a jig-saw puzzle to form a complete picture of the situation around the ship. This picture shows up on the various plotting boards in the form of markings which indicate the posi-



SCOUTS OUT — Combat Information Centers get information from patrol ships and planes like DER and WV-2.

tions and movements of all the ships and planes in the area.

To keep things on an even keel during this complicated process, each member of the CIC team is assigned responsibility for at least one part of the puzzle. For example, on a typical DER during an air defense alert the men on duty would probably include the:

• ***Evaluator***—Usually the Exec or Operations Officer, he is the CO's representative in CIC. As his title implies, he's the man who evaluates the data gathered by the CIC team, after which he recommends a course of action to the skipper. He is responsible for the most effective possible use of all the ship's facilities for either defensive or offensive operations and he exercises over-all supervision of the Combat Information Center during General Quarters. Every man on the CIC team is working to assemble the incoming information for him.

• ***CIC Officer***—He is responsible for the efficient operation of the CIC and serves as the evaluator's principal assistant. Besides taking part in the evaluation process, he makes sure the displays showing positions of enemy and friendly forces are kept up to the minute, informs the operators of expected contacts and, in general, keeps things moving. Although that sounds fairly simple, his billet is the axis around which the whole CIC operation revolves.

• ***Air Controller***—He is the key man in an air defense operation, keeping track of friendly and enemy aircraft and directing the Combat Air Patrol (CAP) assigned to his ship. It's up to him to make sure enemy planes don't get through, to see that his own planes make it back to their base, to keep the evaluator informed of the air situation and to see that what's going on in the air is accurately displayed.

• ***Gunnery Liaison Officer***—An experienced officer from the Gunnery Department, he is responsible for disseminating target designation data to the gunnery control stations and for keeping the target designation and fire control radar systems functioning smoothly.

• ***Electronic Countermeasures Officer***—Under the direction of the CIC officer, the ECM officer is responsible for countering the enemy's electronic efforts.

• ***CIC Supervisor***—The leading petty officer in the Combat Information Center, he helps the CIC officer keep things moving.

• ***Air and Surface Search Radar Operators***—Stationed at various radar consoles, they keep up a continuous search of surface and air contacts, reporting ranges, bearings and altitudes to the air and surface summary plotters.

• ***Airborne Early Warning Radar Master Repeater Operator***—When an AEW plane is aloft, he tracks it and controls the AEW radar scope presentation.

• ***DRT Plotter***—He is stationed at the Dead Reckoning Tracer, a device used to keep a continuous, up-to-the-minute plot of all ships within range of his ship's radar. He keeps the DRT set to the right scale and

PLOTTING VICTORY — Like many of todays tactics CICs grew out of experience gained in WW II. These destroyermen plot support for Borneo invasion.

helps work relative motion problems (the solutions of which show the movement of his ship as related to the movements of other ships). From this information it is possible to determine the speed and course required for approaching a target or changing station in formation.

- ***Air and Surface Summary Plotters***—These men are posted behind the vertical air and surface summary plots, on which they mark the location of aircraft, ships and submarines picked up on radar and sonar. They also determine, from the changing positions of these markings, the courses and speeds of the contacts.
- ***CI Net Plotter***—Stationed in front of the vertical air summary plot, he plots the data that comes in over the Combat Information Radio Telephone Network.
- ***Maneuvering Board Operator***—His post is a plotting table, on which he works out courses, speeds, closest points of approach and other relative motion problems. He passes the solutions along to the evaluator, who uses them in recommending courses and speeds to the CO.
- ***DRT Recorder***—He furnishes the DRT plotter with surface contact information and keeps up the bearing book while navigating.
- ***Radio Recorders***—They log all traffic on the various radio telephone nets, keep up radio logs, help break or translate tactical signals and send messages as directed.
- ***Sound Powered Telephone Talker***—He relays appropriate incoming or outgoing information on his assigned circuit.
- ***Assistant GLO***—His principal duty is to assist the Gunnery Liaison Officer in operating the target designation system.
- ***Electronic Technician***—He keeps the equipment working the way it should.

As you can see from the length of this list, it takes a lot of men to run a CIC during an air defense operation, but don't get the idea that air defense is CIC's only job.

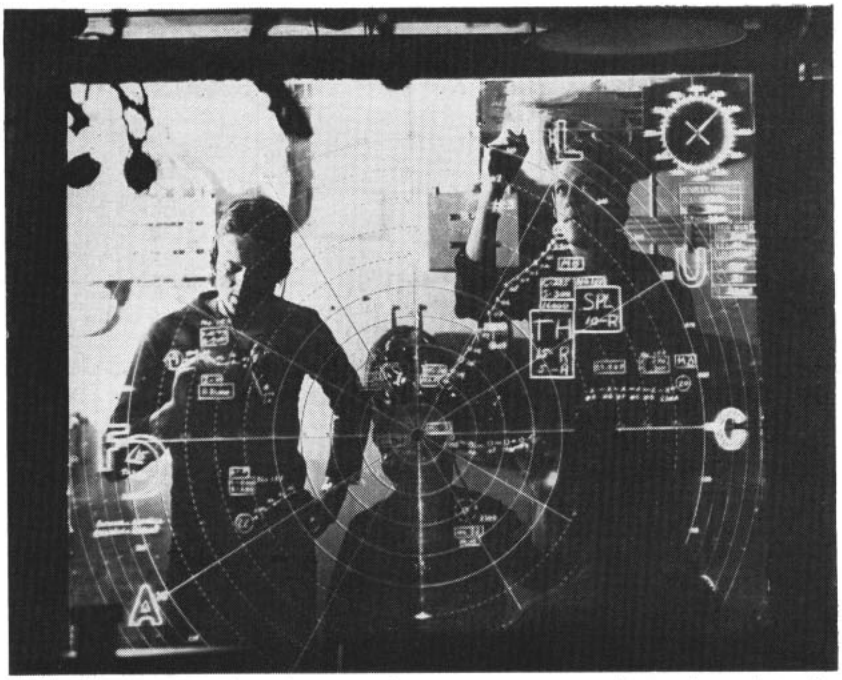
The CIC team also has plenty to do during search and rescue operations, when the ship is entering or leaving port, when visibility is poor, during tactical maneuvers, in shore bombardment and amphibious operations, in anti-submarine warfare or even during a "Man Overboard."

For example, if a ship or submarine is in distress, or a plane goes down, the CIC team either coordinates the search and rescue effort or helps to coordinate it by relaying information to command. It also attempts to establish communications with the stricken craft, tries to get a bearing on it and advises the bridge on the course to follow to reach it.

If a plane is lost, but still aloft, CIC tries to pick it up on air search radar and vectors it (gives it a course or compass direction to follow) to a safe landing area. When the situation's really "hairy," (i.e., fuel is low and there is no other place to land), the plane may be vectored to a ship so that its occupants can be picked up quickly after they bail out or ditch the aircraft.

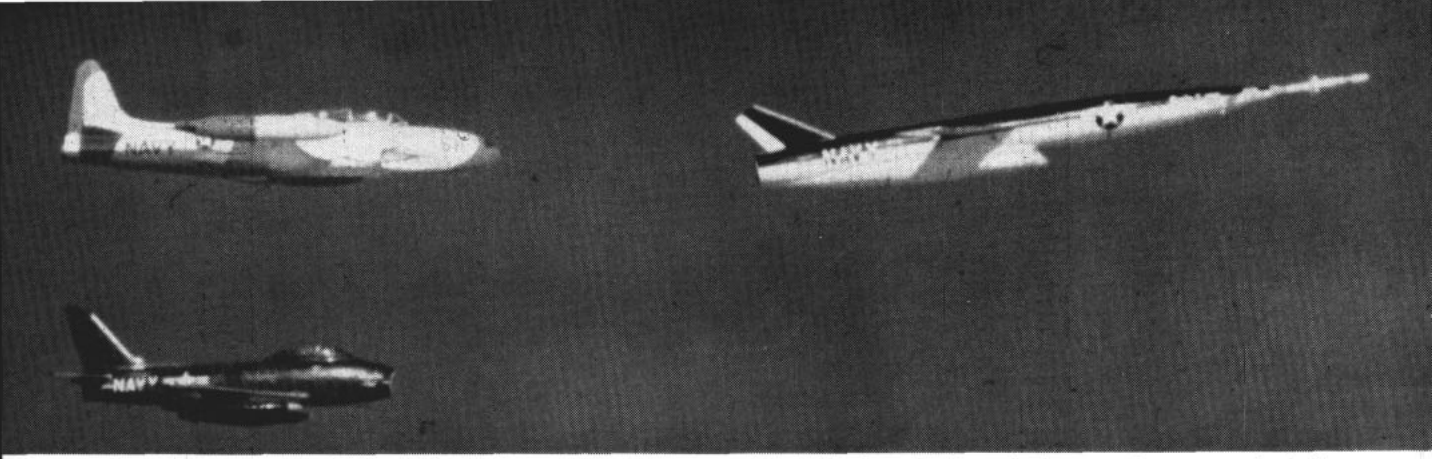
In this, as in most of CIC's other functions, human lives depend on the teamwork and efficiency of the men in that dark, "confused" room called Combat Information Center.

—Jerry Wolff



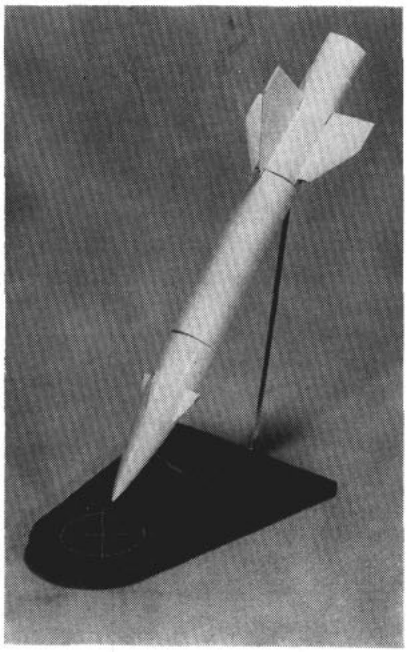
SHIP'S NERVE CENTER, the CIC, digests, computes and correlates data for ship's skipper and commander of the Fleet for their evaluation and use.

HIGH FLYING CIC — Combat Information Centers take to the air in Navy's Airborne Early Warning planes. Here, CIC officer of WV-2 checks scope.



REGULUS II takes a test flight before becoming operational. *Below: Bullpup* is latest air-to-ground-missile.

NEWS OF NAVY'S



WHILE SOME OF THE SHIPS and most of the planes in the Fleet have been equipped to carry guided missiles and rockets, other missiles and rockets, newer and more powerful, are being developed and tested to take their place. (See ALL HANDS special issue on the "Guided Missile Navy," March 1957.)

Here's a brief roundup on the latest changes and developments in the Guided Missile Navy:

• ***Sidewinder*** — This nine-foot long missile which operates on a "heat homing" guidance system is being seen all over these days. The Atlantic and Pacific Fleets are now equipped with this new missile which is said to extend greatly the kill range of a fighter or bomber. Proof of *Sidewinder's* accuracy was shown in its first public demonstration when a fighter knocked a drone out of the sky with its first shot.

• ***Bullpup*** — A new 600-pound air-to-surface missile, this one was developed for Navy and Marine aircraft for use in close air support of ground troops. The basic concept of this relatively inexpensive missile was conceived during the Korean conflict when pilots, flying close support and low-level bombing missions, were bothered by concentrated enemy small-arms fire. The 11-foot long *Bullpup*, now in the evaluation stage, is expected to give Navy and Marine Corps light attack aircraft greater capabilities against pillboxes, tanks, truck convoys and railroad yards.

• ***Sparrow III*** — An air-to-air, supersonic guided missile, which can be fired above or through clouds with complete accuracy, *Sparrow III* has been called the most advanced weapon of its time. It is 12 feet long, weighs about 350 pounds and attains a speed of over 1500 mph within seconds after launching. All-weather fighters now in the Fleet can carry *Sparrow III*. The new improved missile will replace *Sparrow I*.

• ***Talos*** — An addition to the arsenal of the Fleet early next year will be the Navy's long-range, surface-to-air guided missile *Talos*. It will form the major armament of the light cruiser USS *Galveston* (CLG 3) when she goes to sea in April 1958 after completing her conversion to a guided-missile cruiser. In 1959, two other cruisers, USS *Little Rock* (CLG 4) and *Oklahoma City* (CLG 5), both armed with *Talos* missiles, are scheduled to rejoin the Fleet and will greatly increase its antiaircraft defense capability. The first nuclear-powered cruiser, USS *Long Beach*,

COMING ATTRACTIONS: Long-range *Talos*, surface-to-air guided missile, joins Fleet next year. It will arm CLGs that are now being built or converted.

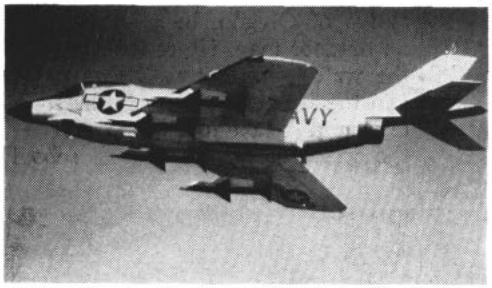
MISSILES

CG(N) 9, will also be armed with *Talos*. Evidence as to the accuracy of this missile was demonstrated during its development tests in May, 1954, when it "killed" a drone at 25 miles with a direct hit. So reliable have the tests been over the years, the Navy is making the first direct shipboard installation of *Talos* in a first-line cruiser. The missile, which carries a proximity fuse to detonate the warhead, is capable of delivering a high explosive or nuclear warhead, as circumstances dictate, at any altitude airplanes can now fly, and far beyond the range of human vision. It can also be used against enemy ship and shore bombardment targets.

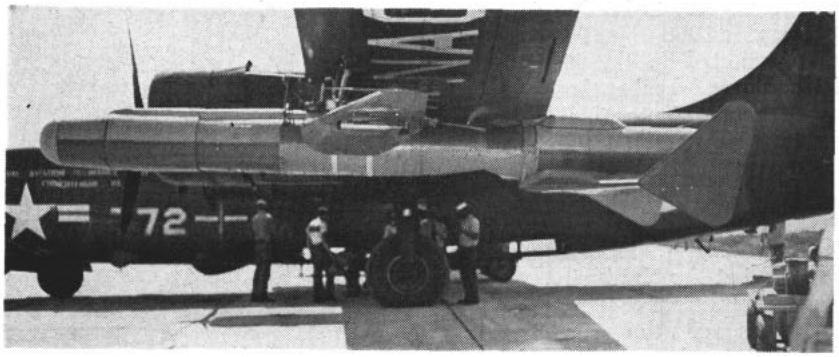
• ***Polaris*** — This surface-to-surface 1500-mile range ballistic missile, which should become operational in a few years, is the subject of a $10-million contract. The contract calls for the design and manufacture of complicated handling and launching systems for the missile, and will involve the development of both electrical and mechanical devices for launching. The program will involve a series of experimental systems, leading ultimately to surface ship and submarine launching systems for *Polaris*.

• ***Hasp*** — All missiles are not designed to deliver death at the end of the line. *Hasp* is a high-speed antiaircraft rocket, converted into a collector of weather data for naval shipboard use. The high-altitude sounding projectile is a single stage, solid-propellent rocket that can be fired from five-inch guns. When the final model is fired, the rocket motor and the dart, or smaller forward part, climb as one unit to about 2600 feet. At this point, the propelling charge burns out, and the rocket booster falls back to earth. The dart coasts upward to more than 100,000 feet in approximately 70 seconds. At the summit of the flight, a timing device in the dart's nose splits open the casing and ejects instruments to measure temperature and humidity in the ionosphere. A balloon, inflated when the casing splits, then lowers the electronic equipment slowly to earth.

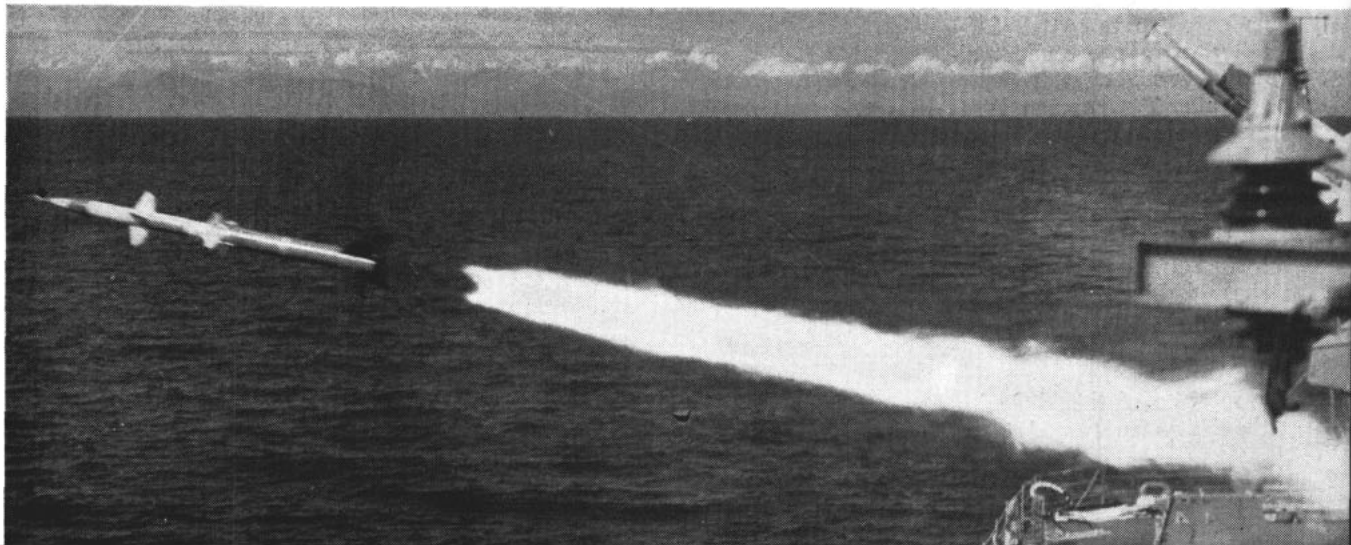
As the balloon descends, an automatic transmitter-receiver supplies weather data to an electronic computer aboard ship far below.



ON TARGET—*Talos* heads for target drone. *Below rt.: Sidewinders* are seen throughout Fleet. *Left: Sparrow I* will be replaced by improved *Sparrow III*.



AT SEA—*Terrier* leaves launcher of *USS Canberra* (CAG 2). *Above:* Ship-destroying *Petrel* is checked in launcher.



ENLISTED MEN'S COLLEGE

LAST YEAR A WRITTEN TEST was given to a group of enlisted Navymen. The test wasn't for advancement in rate, nor was it an exam for a chance to become an officer at OCS. These men were competing for a college education, with the Navy paying the bill.

Of the group, 54 men were selected for the first segment of the Navy Enlisted Advanced School Program (NEASP). The program, which was launched at Purdue University in West Lafayette, Ind., calls for two years at the School of Engineering. Upon completion of the freshman and sophomore years, the participants will return to the Fleet for four years. Then, if qualified, they will return to college for their final years and a degree in engineering.

The program is designed to provide the Navy with "engineering skill in uniform." These men are preparing to operate the complex electrical-electronic and nuclear systems of the modern Navy. They will learn, in a span of eight years, all phases of engineering.

Before going to Purdue, in September 1956, the selected men reported to the Naval Preparatory School at the Naval Training Center in Bainbridge, Md., for four weeks of instruction. From Bainbridge they reported to Captain Alden Schwarz, USN, Commanding Officer of NROTC at the University.

During their first term, the members of the NEASP found themselves confronted with one of the hardest tasks of their naval careers—for it's no easy job to switch from sailor to college student almost overnight.

Walter T. Chapman, AT1, USN, summed up the situation when he said, "I'm glad I had a chance to go through both Class A and B schools in the Navy, because they helped me to keep up in study habits. But even so, developing study habits was the hardest job we faced at NEASP."

In spite of this difficulty, the Navymen turned in an impressive first term grade average. The University average for the term was 4.122. The NEASP members topped this figure, averaging a 4.35. They also bettered the Navy contract students in NROTC by an overall average of two per cent. Their first term statistics alone show the great amount of time these men put into their studies.

Only in a few cases have any of the men in the program had higher than a high school education in civilian life. A couple of them didn't even have that much of an education when they first entered the Navy. One such Navyman is Raymond G. Phillips, FTI, USN.

Phillips quit high school at the beginning of his sophomore year. A native of Oregon, he was naturally an outdoor man. He especially liked the water—liked it well enough to join the Navy. But once in the service it didn't take him long to realize the value of having a high school diploma. So, by studying in his spare time through correspondence he soon earned one.

After that Phillips wanted to go on to college. He was interested in both electronics and forestry, and wrote to Oregon State College for entrance examinations. After passing the tests, he was notified of his acceptance to the School of Forestry. This created a problem. Ray didn't particularly want to leave the Navy, but strongly felt the need to further his education.

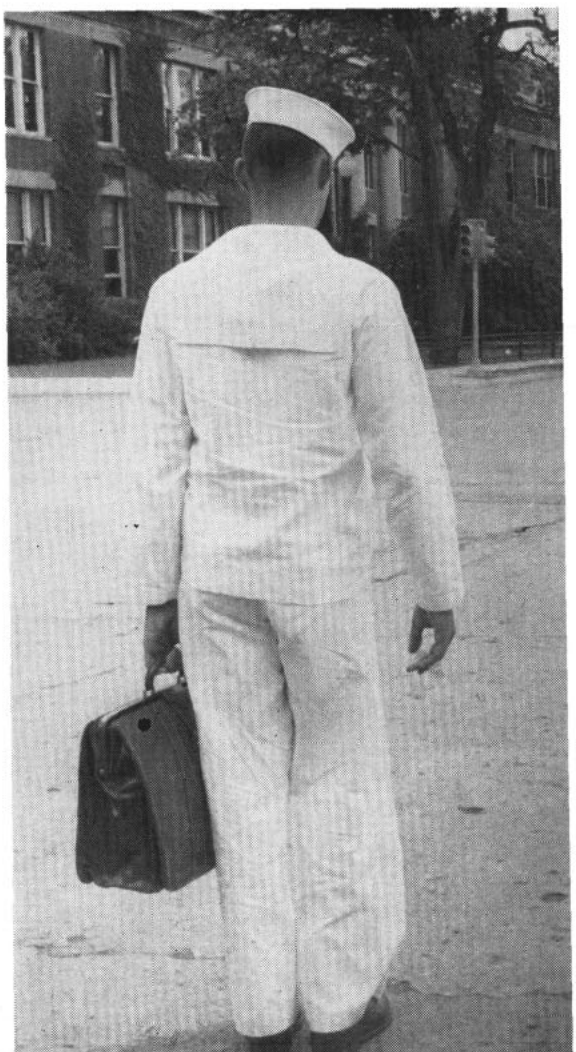
He had almost decided to return to civilian life, when he was informed that he was qualified to take the test for NEASP. This was really to his liking. Here was a chance to go to college and still stay in the Navy. He took the test, which consisted of physics, mathematics, electricity, and electronics, and was one of the men selected. He came—he studied—he stayed.

Recently Phillips and five other NEASP students sat in a classroom at the NROTC building and discussed their feelings toward the program. Here is how one of them, Bruce D. Martz Jr., ET1, USN, phrased it:

"We like engineering. If we didn't we wouldn't have bothered to take the tests. My ideas on the program are the same as those of everyone else that I have talked to. We plan to use this training in the Navy, and for the Navy. That's the least we can do after getting an opportunity like this."

Also like the others, Martz feels that the Navy has the right idea by not having the men go to school for the full four years at one time. By going back to sea after their first two years at Purdue they will have a chance to keep abreast of the new types of equipment the Navy will be using by the time they finish school.

"It may take us longer to get a degree that way," Walt Chapman said, "But when we finally do get our sheepskins we will really be qualified to handle all kinds of



Navy engineering problems. And the chance at a degree really gives us something to work for."

The men take their tests for advancement in rate at the same time as the rest of the Fleet. The NEASP Navyman, however, does not have to submit correspondence courses to qualify in his rate. Speaking of advancement in rating for the students at Purdue, one of the members had this to say about their future status in the Navy.

"All of us in the program want to become officers. It is pretty easy to understand why. These degrees in engineering could get anyone of us a good paying job in civilian life. I am sure the Navy would not expect us to be so highly trained, yet still draw the pay of a whitehat. Some of the fellows are already scheduled for OCS. The rest of us will get our chance at becoming officers later on. We all feel that if the Navy thinks enough of our abilities to send us to college and gives us the opportunity to become officers, we won't disappoint them by getting out before our retirement date."

One of the things the NEASP members like best about the program is being on their own. There is no pressure on them as to the amount of time they must spend on their studies. Each man realizes just how much time he, as an individual, must spend in outside reading and research. The men have been told that for the best results in grades the average student needs to spend four hours on outside studying for each two hours in the classroom.

For most of them this seems to be the right amount of time needed to maintain better than average grades. For some, however, more than four hours is needed.

They are allowed only one class failure. Should they fail, and a few have, in two or more courses they are taken out of the program and reassigned to duty elsewhere.

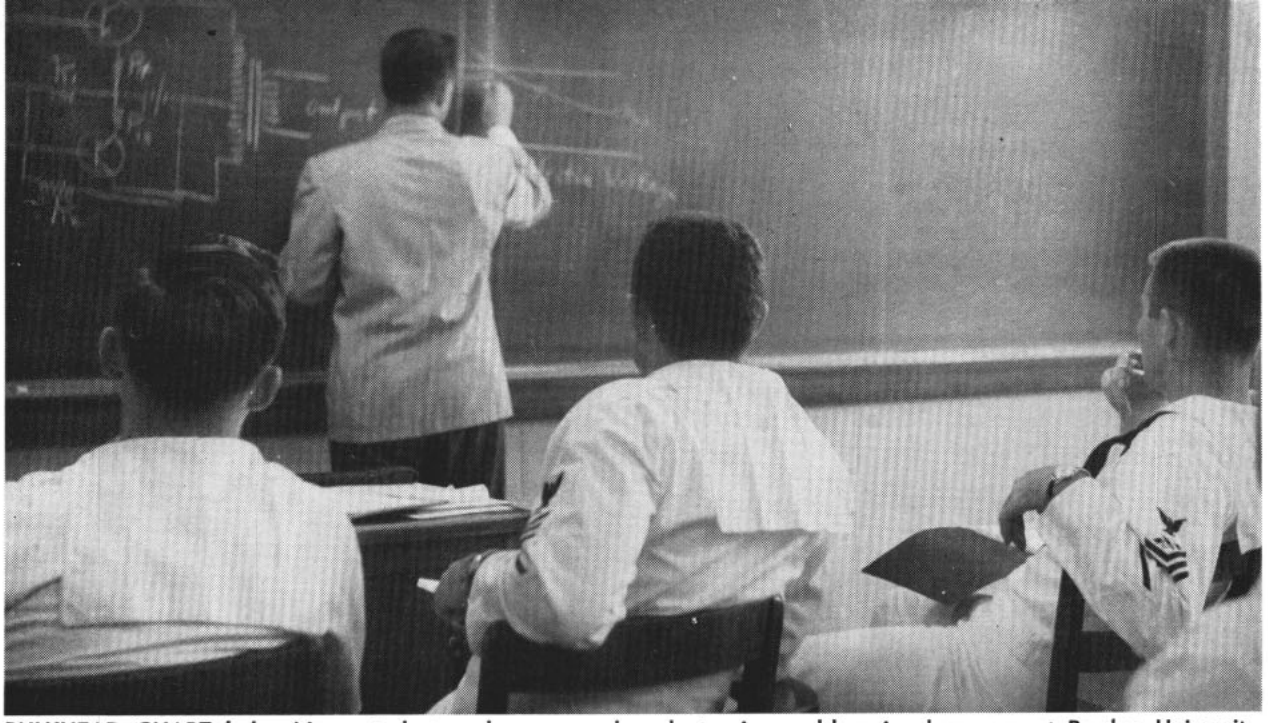
If at any time an instructor of any course feels that the subject he is teaching is not a challenge to a Navyman in his class, he gives him a test equal to a final exam. If the score is high enough in the test, the student is given credit for the subject, and is placed in a more advanced course.

Several of the members feel they have somewhat of an advantage over the other Purdue students. One such advantage was pointed out by Ara Sagerian, AT1, USN (better known to his classmates as Ziggie).

SKILLED ENGINEERS are one of the many needs of our modern electronic, nuclear Navy. *Below:* At home Navy student explains slide rule to his wife.

"Most of us are in the freshman or sophomore classes. Students in most of our courses are usually younger than we are. The majority of them are just out of high school. They are not familiar with electronics, while all of us have worked with various types of electrical equipment in the Navy. This gives us a slight edge over them, especially during lab periods."

If you were to go to the campus you would find it almost impossible to pick out the Navymen from the other students. The NEASP members wear civilian clothes while attending classes (they put on their



BULKHEAD CHART helps Navy students solve a complex electronics problem in classroom at Purdue University.

uniforms to pose for the photos on these pages). All of their courses are with the other students. They do not attend as a Navy unit, nor do they march to classes as cadets do at certain well known military institutions.

Of course, if you were to listen to some of their conversations in the classrooms, student union, or off-campus restaurants you could probably pick out a few of the men from the Navy words like "bulkhead" and "deck" that they use while talking.

Single students in the program are housed in dormitories, while married men, who comprise almost 80 per cent of the group, live with their families in the campus housing area, which consists mostly of small barrack-type quarters. Like typical Navy families they have done a good job in making cramped temporary apartments quite livable.

Many of the wives had been accustomed to larger housing facilities at their husband's last duty station. This, in some cases, caused a problem when their furniture arrived at West Lafayette last fall. The families found that a lot of rearranging had to be done before it would all fit into their new quarters.

The Navy wife at Purdue is a quiet heroine behind the scene. There isn't much mention about the part she plays in her college-husband's life. She has found out, since her spouse began going to classes, that he isn't able to devote as much time to her and the children as he had done at previous stations.

Most of the wives have accepted the fact that for two years their husbands will have to study during most of their spare time. It has been pointed out to each of them that she is a big factor in the successful completion of her husband's first two years at Purdue. Should she be inclined to complain about how much time is being spent on studies, or about the living conditions, she realizes that eventually it will show up in her husband's grades.

The typical wife is happy about the fact her husband is getting this chance to go to college. She feels that the inconveniences that she may have now will be well rewarded in the future when she sees a diploma in engineering handed to her husband.

However, with a program such as this, it can't be all work and no play. The NEASP students have become well adjusted to the campus way of participating in extra activities. They

NEASP STUDENTS not only get a college education at Purdue University, but many of them are planning to apply for OCS and careers as naval officers.

are all eligible to enter competitive sports in both Big Ten and intramural programs. Taking advantage of being able to compete for varsity honors, one member was elected captain of the Purdue bowling team last season.

In intramural sports the Navy boys have entered in just about all of the activities offered by the college. During the softball season they were defeated only twice. And, those losses were forfeits caused by not enough men on the field. In addition to the sports they participate in, four of the men are taking advantage of discounts offered to them as students at Purdue and they are learning to fly small aircraft.

Not to be outdone by their husbands, the women are in the process of forming a Navy Wives Club. They also have been spending spare time by raising vegetables in gardens that are located just a close distance from the housing area.

To make their outside interests complete, the men have formed their own fraternity. They have dubbed it Upsilon Sigma Nu, or just USN for short. The only students eligible to join the frat are the men participating in the program. They have high hopes the fraternity will be in existence long after they have received their degrees. With new men coming into the program next year at Purdue, *and with a similar program scheduled to start at the University of Washington this fall,* they feel confident they will soon have a real "going" fraternity.

During the latter part of the summer all of the men, with the exception of one, will leave Purdue for four weeks' TAD in field training. Having been placed in nine groups, they will leave West Lafayette in August for summer assignments at the:

Naval Research Laboratory, Washington, D. C.; Naval Air Test Center, Patuxent River, Md.; Naval Air Development and Material Center, Johnsville, Pa.; Signal Corps Engineering Laboratory, Fort Monmouth, New Jersey; New York Naval Shipyard, Brooklyn, New York; Naval Air Missile Test Facility, White Sands Proving Ground, New Mexico; Naval Air Missile Test Center, Point Mugu, Calif.; Naval Ordnance Laboratory, Corona, Calif.; and Naval Electronics Laboratory, San Diego, Calif.

Stephen Johnson, Jr., ET1, USN, will be the one student in the program staying at Purdue for the entire summer. He will get his on-the-job-training in the University Physics Department, where he will help with research on the subject of "solid state properties." To show you how advanced the NEASP students are, this project consists of work in "temperature electrical measurements and irradiation of semi-conductors."

DADDY'S LITTLE HELPER *watches as her father musters for extra hours of* study which will help keep him sailing smoothly through any spots in course.

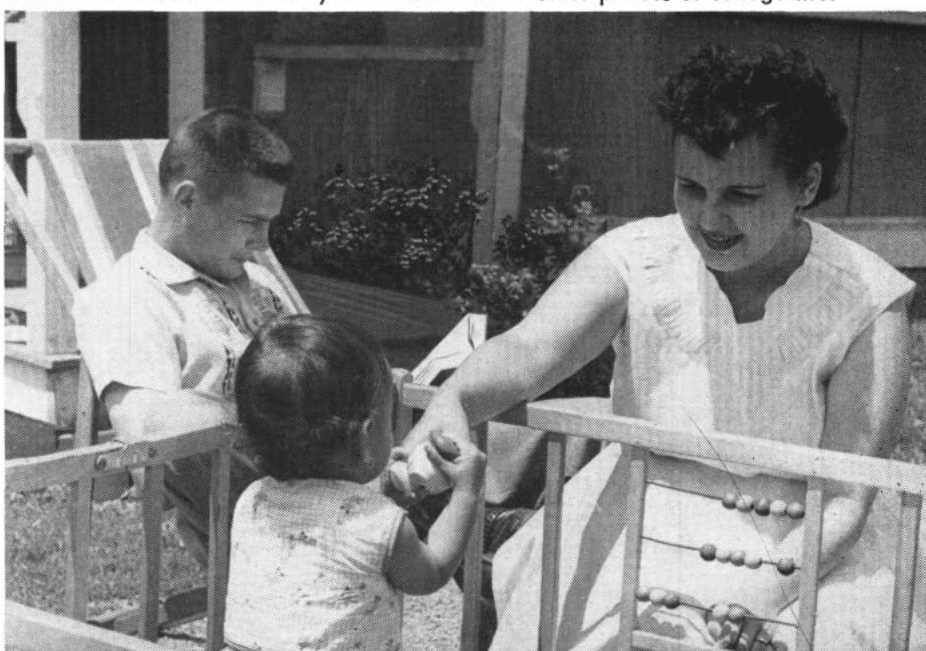
This fall when the University of Washington, in Seattle, joins Purdue in training NEASP students, 100 additional men will be under this program, divided about equally between Washington and Purdue.

Before going to Washington the newly selected Navymen were placed in two groups and sent to preparatory school for nine weeks. One group was ordered to San Diego for school, while the other group *is* at Bainbridge.

The Navymen at Purdue have one bit of advice for the men entering the U of W next fall. "The sooner these new fellows learn the value of hard study outside the classroom, the easier it will be on them—does a lot for their grades too."

—Ned Goodwin, JO3, USN.

BETTER HALFS *of Navy students are forming a Navy Wives Club for times* when their husbands are busy with the books or other phases of college life.



LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, 25, D. C.

Shorvey-Seavey Tables

SIR: I found your Shorvey and Seavey discussion in the January issue interesting reading. However, your table of activities by type and city for the 13th Naval District seems erroneous in some places.

I believe you omitted a Naval Supply Depot at Spokane although I am not sure there is an enlisted allowance for it. And, you listed a "Naval Station" at Bremerton that was actually a naval barracks which was recently disestablished and absorbed in the Puget Sound Naval Shipyard. There are also Naval Stations at Astoria (Naval Station Tongue Point), Seattle and Tacoma—and Reserve Fleet Groups at Astoria (Columbia River Group), Bremerton and Tacoma. In addition, there is an Intelligence Office in conjunction with the Headquarters, Thirteenth Naval District located in Seattle—H. M. M., Capt., USN.

● *There is a Naval Supply Depot at Spokane which is operated on a maintenance status. However, it has an enlisted allowance of only four persons. At the time the January* ALL HANDS *was published, there was a naval barracks at Bremerton which was listed under the category of Naval Stations.*

The Naval Stations at Tongue Point, Seattle and Tacoma; Reserve Fleet Groups at Astoria, Bremerton and Tacoma; and the Intelligence Office in Seattle were inadvertently omitted in our presentation. They will be added to any future revisions to this listing. Thanks for calling our attention to these discrepancies.

We would be interested in hearing from other localities which have noted any errors of this nature.—ED.

National Defense Service Medal

SIR: The National Defense Service Medal was authorized about three years ago but as yet I haven't seen "hide nor hair" of one. Am I one of the 10 per cent that never gets the word—or haven't they been distributed? —W. S. C. Jr., LT., USN.

● *Because of the large number of persons eligible for the National Defense Service Medal, full scale distribution cannot be made until an adequate supply of them is on hand. However, it is expected that enough of them will be available so that distribution can be begun during current ('58) fiscal year.*

The medal is awarded for active service in the armed forces sometime during the period between 27 Jun '50 and 27 Jul '54.—ED.

SALTY TRADITION—True to the customs of the sea Navymen of *USS Bennington* (CVA 20) deck themselves out for equator-crossing ceremonies at sea.

Family Allowances

SIR: I have run into a difference of opinion about family allowances.

My 16-year-old son recently got an afternoon job. He will earn more than $600 during the year. I know that for the purpose of income tax, I can't claim him as a dependent, but I was in doubt as to whether I could continue to receive the Basic Allowance for Quarters for him as a dependent. I asked the ship's legal officer about it and he told me that I was entitled to receive the full allowance for my son until his 21st birthday, regardless of the child's income.

In a later discussion with some chiefs, a similar question was brought up. A chief disbursing clerk was present and he said that once a dependent was lost for income tax exemptions, the family allowance was lost too.

I am wondering about the possibility of having a pay stoppage at some later date because I failed to have the right information. Could you settle this for me?—J. N. S., BMC, USN.

● *Your ship's legal officer was right, Chief, which proves once again that it's a good idea to rely on authority, rather than scuttlebutt.*

Under the Dependents Assistance Act of 1950, the term "dependent" includes unmarried legitimate children under 21 years of age. Your entitlement to Basic Allowance for Quarters is not affected by the child's employment or other income.

However, if your son should enter the armed forces before he is 21, you no longer would get an allowance for him since he is entitled to quarters in his own right.

And, incidentally, you're wrong about not being able to claim your son as a dependent for income tax purposes. Any child who is under 19 or who attends school (regardless of his age), may be claimed as a dependent—no matter what the child's income—if he receives more than half of his support from his parents.—ED.

Lost Orders

SIR: Could you tell me how to go about obtaining original orders for a man who loses his during travel?—W.M.H., HM1, USN.

● *Since the Bureau of Naval Personnel only gives authority for and does not actually issue transfer orders, a letter should be sent to the command issuing them, requesting an authenticated copy.*—ED.

Medicare for Fleet Reservists

SIR: I am interested in your interpretations of Public Law 569 (Dependents Medical Care Act). After reading your Rights and Benefits issue (May 1957) there's one point on which I am still not clear. Possibly you can straighten me out.

You say "eligibility for civilian medical care is limited to the lawful wife (or dependent lawful husband) and children who are dependents of *active duty members* of the uniformed services."

However, when I was returning from Europe last month aboard an MSTS transport, the medical officer (Army) advised us that members of the Fleet Reserve and their dependents are eligible for civilian medical care. He said his info was based on a letter dated in early April. Did your Rights and Benefits issue go to press before this information was known or what?

If there's two different schools of thought as to who is and who isn't eligible, how about cutting me in? —E. S. M., YNC, USNFR.

• *As we said in our Rights and Benefits issue in May '57, the provisions of the Dependent's Medical Care Act (P.L. 569) pertaining to civilian medical care* are not *applicable to retired or Fleet Reserve personnel and their dependents. Although we went to press in April, there isn't any change to this.*

Retired or Fleet Reserve personnel and their dependents ARE *eligible for medical care provided in uniformed services medical facilities (that is, military facilities) subject to the priorities or limitations established by the various services and subject to the availability of space, facilities and capabilities of the staff.*

In addition to the medical treatment facilities of the Army, Navy and Air Force, Fleet Reservists and retired personnel and dependents are also entitled to use the medical treatment facilities of the Public Health Service on a space available basis.—ED.

And Be Careful When You Say It

SIR: What is the correct way to pass the word for a chief petty officer over the ship's public address system?

One of the boatswain's mates insists that it would be, "Smith, boatswain's mate chief."

I think it should be "Smith, chief boatswain's mate," and I seem to recall reading something to that effect in ALL HANDS several years ago.

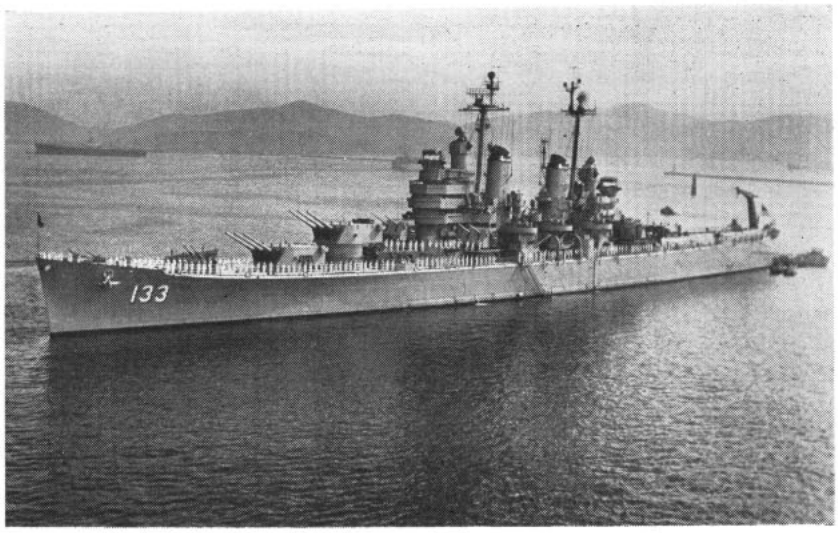
Am I right?—V. C. M., YN1, USN.

• *You are, and, in case you're interested, it was in August 1953, that we last answered that question.*

Actually, there is no such rate as "boatswain's mate, chief," although the abbreviation for chief boatswain's mate is BMC.

The "C" following the designation is the cause of the confusion, but it comes last only for the purposes of efficiency in tabulating machine records. For this reason the abbreviation BMC rather than CBM is used.

However, when spoken, the rate is "chief boatswain's mate." And "boatswain's mate chief?" . . . Never!—ED.



MANNING THE RAIL—Crew of *USS Toledo* (CA 133) stands at attention as ship poses for portrait. She is one of Navy's ships with daily exercise club.

Amount of Retainer Pay

SIR: Could you tell me how much retainer pay I would get if I transferred to the Fleet Reserve upon completing 21 years, six months and 10 days of continuous service?

How about after 22 years, 10 days? —A. C. L. Jr., AGC, USN.

• *You would receive the same amount for 22 years, 10 days as you would for 21 years, six months and 10 days. Your retainer pay would be $175.89 per month. That's figured at the rate of 2½ per cent* x 22 x *the basic pay for 22 years ($319.80). Enlisted personnel transferring to the Fleet Reserve are entitled to count six months or more as a full year for basic pay as well as active federal service.*—ED.

Amount of Retirement Pay

SIR: I'm not certain just what's what regarding retirement pay. If you can answer the following question, I'm sure that many other officers will appreciate the info as well.

I am of the opinion that for purpose of retirement pay, a period of more than six months is credited as a full year. However, to receive retirement pay based on a pay period you must actually complete the pay period. Thus, an officer completing 25½ years would receive 65 per cent of the basic pay for 22 years, while an officer retiring on 26½ years would be credited with 27 years or 67½ per cent of the basic pay for 26 years' service. Am I right or wrong?—L. T., LCDR., USN.

• *You are perfectly correct. An officer retiring after 25½ years would receive 65 per cent of the basic pay for 22 years while an officer retiring on 26½ years would receive 67½ per cent of the basic pay for 26 years' service.*

For retirement purposes under present law, a fractional year of six months or more counts as a full year only in computing the number of years of service on which the 2½ per cent multiple is to be applied. The fractional year does not count as a full year toward entering a new basic pay period. For the purpose of basic pay, the full time must be served.—ED.

Journalist Data Record Card

SIR: About two years ago all enlisted journalists were required to submit a Journalist Data Record Card to the Chief of Information. Since then I have not seen any instructions concerning the submission of these cards. Are they still required?—J. W. B., JO2, USN.

• *Yes, they are, and you should submit one pronto. Details for submitting Journalist Data Record Cards can be found in section 0408, paragraph 4, page 21 of the PubInfo "Bible"* (U. S. Navy Public Information Manual, *NavExos P-1035). It states that all Journalists on active duty throughout the Navy are required to submit to CHINFO annually on 1 July, a copy of the Journalist Record Card (NavExos 3964). These cards may be obtained from all District Publication and Printing Offices.* —ED.

Iowa's Guns

SIR: A question has arisen among several World War II sailors and myself (I'm a 22-year man) regarding the size of the guns on USS *Iowa* (BB 61). They say she has 18-inch guns, but I maintain that she carries 16-inchers. Who's correct?—J. R. Z., MMLC, USNFR.

• *You are, and if you'd like, you can tell those guys to listen to the old-timer next time.*—ED.

Courageous Sailor Brings Efficiency into the Home

SIR: Six years ago while on recruiting duty I met, and married a girl from Council Bluffs, Iowa. As you know Iowa is pretty far from the sea and my wife was not too well versed on the Navy way of life.

Therefore, right after we were married I drew up a Plan of the Day to be followed while we were together on shore duty. Possibly your readers would like to follow a plan similar to this:

Wife's Plan of the Day

(week-days)

Sunrise: **0430**
Sunset: **1943**

Uniform of the Day:
Clean Housedress

0645—Reveille—Have hot water drawn, stand by for husband's shave.
0650—Call husband.
0705—Pipe down breakfast.
0720—Away husband for work.
0725—Tidy bunk in accordance with House Inst. 1403.5.
0730—Wife muster in kitchen. Turn-to on dishes.
0800—Commence field day (trash day on Monday only).
1115—Prepare dinner (wife's choice of chow).
1140—Stand by to receive husband.
1145—Husband return home. Zone inspections held on Friday.
1200—Pipe down dinner.
1210—Discuss current affairs.
1220—Wife turn-to on dishes. Shine husband's shoes.
1230—Read mail. Wife explain bills.
1245—Away husband for work.
1300—Wife sew buttons on shirts or darn socks. TV may be turned on if so desired.
1345—Wife may relax and read suitable publications (to be selected by husband). (Tuesdays, turn-to on ironing.)
1400—Lay down to Commissary and draw supplies.
1420—Liberty for wife, Monday and Wednesday only (to expire prior to 1700).
1430—Pipe sweeper, clean sweepdown topside and below decks, fore and aft (Tuesday and Friday). Polish silverware on Thursday.
1500—Draw up schedule for work to be done on weekends. Answer all correspondence (in duplicate).
1630—Freshen up for husband.
1700—Have shower ready; stand by for husband.
1715—Husband return from work.
1720—Wife help with Navy training course.
1745—Pipe down supper (husband's choice).
1815—Wife turn-to on dishes.
1845—Figure out husband's allowance from allotment check.
1914—Wife lay aft 8 o'clock reports in hall abaft messing compartment.
1930—*Monday*—Husband go bowling.
***Tuesday*—Watch TV (or go to movies if so desired).**
***Wednesday*—Lodge night for husband. Wife entertain Bridge Club.**
***Thursday*—Visit friends/or friends visit.**
***Friday*—Stay at home.**
2130—Wife tidy house (except Friday).
2200—Husband draw snack from refrigerator.
2245—Turn in your bunks, lights out, silence about the deck.
***Saturday and Sunday*, Holiday routine.**

—D. J. R. BMI, USN

• *The entire* ALL HANDS *staff wishes you the best of luck when you muster up enough courage to show it to your wife.*—ED.

Where's Tucker, and Herbert?

SIR: Could you furnish me with any information about the accomplishments and disposition of USS *Tucker* (DD 57) and *Herbert* (DD 160)?A friend of mine served in these ships as a seaman in 1919 and 1920, and he's wondering what ever happened to them.—J. W. A., YN2, USN.

• *Sorry there isn't more information on* Tucker *(DD 57) other than the fact that she was stricken from the list and transferred to the U. S. Coast Guard 25 Mar 1926. She was returned and added to the Navy Register in an "out of commission status" on 30 Jun 1933. She was again stricken from the Navy List 24 Oct 1936.*

In the case of Herbert, *she was decommissioned 25 Sep 1945, stricken 24 Oct 1945 and sold to a firm in Baltimore, Md., 23 May 1946 for $7,500. But before that, the old girl had quite a record. Your friend was probably on board when she went into commission 21 Nov 1919 and most likely remembers her first commanding officer, LCDR E. A. Logan. There's quite a gap in* Herbert's *history from her commissioning date until 1941.*

At the time of Pearl Harbor, she had been on convoy runs and anti-submarine sweeps in the North Atlantic. After her conversion at the Charleston, S. C. Navy Yard to APD 22 in January 1944, she transited the Canal to the Pacific, where she earned seven battle stars—for Hollandia; Western New Guinea operations including the Biak Island and Cape Sansapor operations, and Morotai landings; the Leyte operation and Ormoc Bay landings; the Mindoro landings; the assault and occupation of Iwo Jima; assault and occupation of Okinawa Gunto; and finally, for minesweeping operations, Pacific. You can tell your friend that the old four-stack Herbert, *like many of the other famous four-stackers, made quite a name for herself.*—ED.

From FT to RD

SIR: I would like to get some information regarding a change back to my old rate of RD1. I attended the special Fire Control Technician Conversion "A" school at Washington, D. C.

While there, Radarman "B" school for maintenance was opened. The courses of instruction for these two schools are almost parallel to each other, and I'm wondering if it would be possible for me to revert to radarman. —C. W. M., FT1, USN.

• *As you know there is considerable similarity in many of the qualifications for these two rates.*

If you feel that you are qualified, it is suggested that you submit a request in accordance with BuPers Inst. 1440.5B.

Action on your request will be based on your qualifications, recommendation of your CO and needs of the service. —ED.

Length of Shore Duty Tours

SIR: I am writing to you in regard to an interpretation of BuPers Inst. 1306.62, pertaining to length of shore duty tours.

What are the tours of shore duty in the following cases: (1) an HM3, USN-S, who has been advanced from HN; (2) an HM3, USN, who has advanced from HN: (3) a PN3, USN, who has advanced from PNSN? None have been at sea.

If the tours of duty in the above cases are shortened in accordance with this instruction, is it necessary to make miscellaneous entries in the diary to reflect these changes?—T. B. G. HMC, USN.

• *In the first two instances, the tour of duty ashore for an HM3 will be two years. A PN3 will serve 15 months ashore, counted from the commencement of recruit training or school, whichever is earlier.*

The tours of duty in the above cases remain the same as outlined in BuPers Inst. 1306.20C, which precedes BuPers Inst. 1306.62. Where changes in tour dates are made by BuPers Inst. 1306.62, it will be necessary to make miscellaneous entries in the diary to reflect these changes.—ED.

Three-Button CPO Coats

SIR: Would you tell me in what year the CPO uniform coat was changed from four to three buttons?—V. R. C., WO, USN.

• *BuPers Circular Letter 244-45 dated 17 Aug 1945 outlined the change authorizing CPOs to wear the officer-type blue service coat with three gilt buttons. There was a transition period up until 15 Oct 1948 when you could wear either the three- or four-button coat. After that, all coats were to be of the three button variety.*—ED.

Time-in-Pay-Grade Credit

SIR: Personnel who satisfactorily passed the February 1957 competitive examinations were promoted 16 Jun 1957 rather than 16 May. Won't this keep them from meeting the "time in pay grade" requirements for the next Fleet-wide exams?—D. L. D., YN3, USN.

• *No. The possible situation you point out was recognized when the decision was made to advance these personnel on 16 June, rather than 16 May.*

The problem was solved by U.S. Naval Examining Center Advancement Letter No. 2-57. This provides that an entry be made in the records of all individuals advanced on 16 June, stating that their service in the pay grade to which advanced—for the purpose of computing multiples and determining eligibility for advancement—is considered to date from 16 May.—ED.

Men of MinDiv 111 Like Small Boat Duty

SIRS: As a follow-up on your excellent and timely articles on mine warfare, back in February, we would like to take this opportunity to sing a little praise of our own outfit, Mine Division 111.

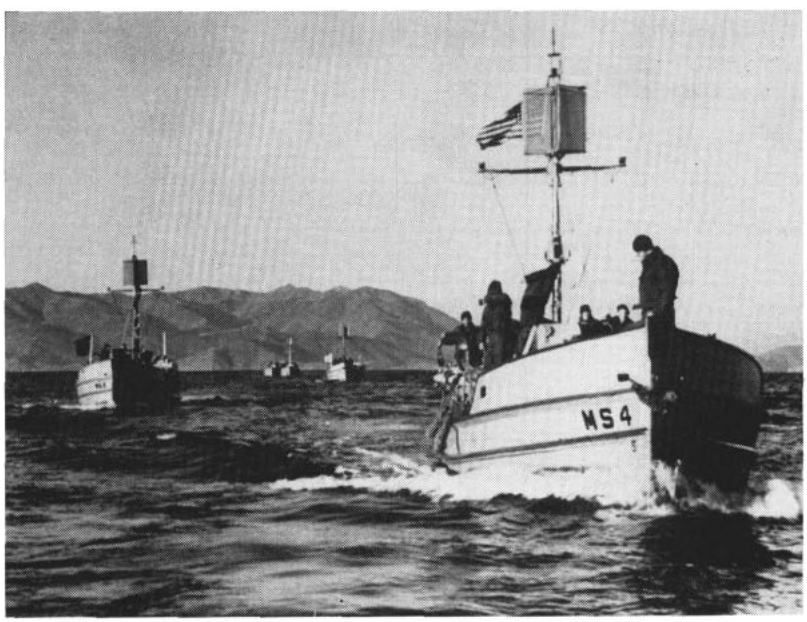
Attached to the Seventh Fleet, MinDiv 111 has the smallest minesweepers on active duty. Our boats consist of ten 50-foot and five 40-foot converted motor launches. Commanding these craft are chiefs, first and second class petty officers. The same high standards in seamanship, engineering, and minesweeping are expected of these boats as in the larger types.

Originally the division was established on 13 Sep 1951 as Minesweeping Boat Division One. Earlier, in 1950, the minesweepers had been operating under Commander Mine Squadron Three. Then, as now, the boats were carried by LSDs to the sweeping area.

From 30 Jun 1951 until April 1952, MSB One worked in such hot spots as Wonsan, Hungnam, Chaho, Chongjin, Songjin, and Chinnampo, Korea. The boats were under enemy fire on seven separate occasions during the last six months of 1951.

Pride in our present-day outfit grew from the deeds of those heroic minesweeping men. Recently we dedicated two chairs to the proposed Navy and Marine Corps Memorial Stadium in honor of two former shipmates who lost their lives during the Korean fighting. In trying to maintain the spirit of the original division our unit has, in two successive years, won the Force Battle Efficiency Award.—Men of MinDiv 111.

• *We like your song of praise of MinDiv 111. Let us hear from you on any other hits you might come up with in the future.*—ED.



SMALL BUT BIG—MinDiv 111 with Seventh Fleet claims smallest sweepers on active duty but has big record from Korean combat to present day.

FHA-Military Home Loan

SIR: As a soon-to-become home owner, I have made a quick study of SecNav Inst. 1741.4 of November 1954 which outlines the FHA military home loan. Only trouble is that it doesn't go into detail concerning the status of the loan when a serviceman goes into the Fleet Reserve. Could you tell me if the insurance guarantee is canceled upon entering the Fleet Reserve, causing payments to increase, or does the loan continue at the same rate? Also, is the quoted 4½% interest rate still the same, or has it increased since this instruction was issued?—B. S., G.S.C., USN.

• *The interest rate has been increased to 5%. This information is going to be included in the revision of SecNav Inst. 1741.4 of 10 Nov 1954. Mortgage insurance premiums on loans insured by FHA are paid by the Department of the Navy during the period of ownership by the serviceman* only *while on active duty. Since active duty ends upon transfer to the Fleet Reserve, you must then complete and submit DD Form 803 (Certificate of Termination) and start payment of the mortgage insurance premium.*—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *North Sea Mine Force Association* — The 16th annual reunion is scheduled for 10, 11 and 12 October at the Hotel New Yorker, New York City. For information, contact J. J. Kramer, 54 Walnut Ave., Floral Park, L. I., N. Y.

• USS *Santa Fe* (CL 60) — The 11th reunion will be held at the Piccadilly Hotel, 227 W. 45th St., New York City, on 12 October. Write to Milton Larkin, 17 George St., Saddlebrook, N. J., for information.

• USS *Saratoga* (CV 3) — The sixth annual reunion will be held at the Lafayette Hotel, Long Beach, Calif., on 26 October. For more details, write to Harold Koch, 3210 Clark Ave., Long Beach 8, Calif.

• USS *Sloat* (DE 245) — A reunion will be held on 12 October. Additional details may be obtained from T. Quinlan, 25-10 31st Ave., L. I. C. 6, N. Y.

• *Submarine Veterans of WW II*— The Third annual reunion will be held on 13, 14 and 15 September at New London, Conn. For information, write Robert A. Link, 32 W. Bolton Ave., Absecon, N. J., or Ernst T. Rosing, 1409 S. East Ave., Berwyn, Ill.

• USS *William C. Cole* (DE 641) — Crew members who served on board from the time of commissioning until December 1946 and who are interested in a reunion, contact Chester Godlewski, 925 Pleasant St., Schenectady 3, N. Y.

• USS *Swanson* (DD 443) — WW II crew members interested in holding a reunion, write to J. D. Cahill, P.O. Box 667, Mt. Pleasant, S. C.

Reenlistee Wants Old Rate

SIR: After being discharged as an AD2 in 1955, I attended college for a year and was then reenlisted in March, 1957 as an AD3. Do you know of any way that I can get back my old rating of AD2?—J. G. J., AD3, USN.

• *There is no "automatic" way of getting your old rating back. Of course you will be eligible, in so far as time-in-service requirements are concerned, to take part in the February 1958 examinations. If you do take the exam, and pass, chances are you will be advanced to AD2.*—ED.

Paricutin *Still Going Strong*

SIR: I am very disappointed to find that nothing has been said about USS *Paricutin* (AE 18) in ALL HANDS magazine. Will you print a history of the ship for me?—C. H., EM1, USNR.

• *Possibly you were on leave when the July 1955 issue of* ALL HANDS *came out. In that issue, in the article, "Power Packing AEs Deliver Hot Goods," mention was made of* Paricutin *several times. Since there isn't room to print the full history of the ship, here's a brief rundown.*

She was commissioned 3 Mar 1945 as a cargo ship, then converted and recommissioned 25 Jul 1945 as an ammunition ship. After a tour during which she transferred excess ammunition from the forward areas of the Pacific to Bangor, Wash., and Port Chicago, Calif., she was ordered mothballed 20 Nov 1947.

Brought out during the Korean conflict, Paricutin *made two voyages to the Far East before the truce was signed. During these tours she operated with a replenishment group off both coasts of Korea, rearming the carrier task forces, surface bombardment and blockading forces, and shore-based Marine air groups.*

She also made runs, under fire from enemy shore batteries, into Wonsan Harbor to supply shells to ships on the line which were participating in the longest ship-to-shore bombardment in naval history.—ED.

SMOOTH SAILING—*USS Furse* (DDR 882) cuts wake through quiet seas as her radar screens keep sharp lookout while on patrol during Fleet exercises.

Selection for LDO

SIR: It was my understanding that only those people whose names were listed in BuPers Inst. 1120 of 16 Oct 1956 would be considered for appointment to Ensign under the LDO program by the selection board which met in February. I have checked some of the names in the instruction against the names of those who were selected for appointment and find that some of those selected were not listed in the instruction. Could you give me a how-come? —C. F. H., ETC, USN.

• *Alnav 4-57, which announced the LDO (Temporary) Program, also mentioned that those to be considered for those new appointments would be* ALL *who applied and not just those listed in BuPers Notice 1120. Selection thereafter was based on relative merits, not primarily on the score attained on the test.*—ED.

One Day Between Enlistments

SIR: Here's a case for you concerning the Good Conduct Medal. A man enlists in the Regular Navy on 1 Nov 1950, is discharged on 13 Jun 1955 and enlists in the Naval Reserve on 14 Jun 1955. He is then recalled to active duty in the TAR program on 15 Jun 1955.

Does the one day of inactive duty cost him his entitlement to the second award of the Good Conduct Medal for service ending on 31 Oct 1956?— T. E. O., YN2, USN.

• *No. The man in your case became eligible for his second medal on 1 Nov 1956. He had one day of inactive duty which must be made up before he is considered to have completed three years' continuous active duty. But, his service is not considered "broken," even though the one day does not count as active duty time.*

Anyone who reenlists within 90 days after he is discharged is considered to have served on continuous duty.—ED.

ATOMIC WASHDOWN is given to USS *Mount McKinley* (AGC 7). Crew made 4.0 conduct record while cruising Med.

Shorvey Preferences

SIR: I am a GMC with 20 years' service and am currently on Fleet Shore Duty. When I fill out my Shorvey Rotation Data Card can I indicate an overseas shore duty as my first, second and third preferences of duty or must I limit my preferences similar to those shown in the illustration on page 34 of the Jan '57 issue of ALL HANDS?

According to that illustration, the first three choices indicated were for ships and the fourth was for overseas shore duty. Is that the only choices an individual gets?—F.E.P., GMC, USN.

• *Chief, we are happy to see that you take the time to read the fine print. Our reply to your question, however, is not too favorable as the examples we used to show how to fill out a Shorvey Rotation Data Card were drawn up in strict accordance with the Shorvey/Seavey Instructions (BuPers Inst. 1306.21B and 1306.62). When you fill out your Shorvey data card, your first, second and third choices must indicate the types of ships you prefer as your next duty, similar to those shown on the example on page 34 of the Jan '57 issue of* ALL HANDS.

Personnel are not normally assigned to overseas billets direct from shore duty. However, if your commanding officer considers that there is sufficient justification, you may indicate your desires in the remarks column of the data card. Good luck!—ED.

Stack Stripes

SIR: How many old-timers wrote in to say that the battleship, page 47, June ALL HANDS, is not the USS *Virginia*? *Virginia* had three stacks. The reason I know is because I served in "Virgie" in 1913-14. A little background you might be able to use somewhere would include the fact that in the Atlantic Fleet over 40 years ago, stripes on the forward stack indicated the division in the Fleet. Three stripes (or bands) indicated the Third Division. Bands on the next stack indicated the ship's position in the division — two bands in the case of *Virginia;* one band was the flagship—USS *Rhode Island,* etc.—F. G. D., USN (Ret.)

• *You were the first to notice. Frankly, photographs of* USS Virginia *and* USS Massachusetts *were inadvertently interchanged during the process of makeup. Many thanks for the background on stack stripes. It led us to do a little research, and we dug up this item from the 1912 edition of* General Instructions for Painting and Cementing Vessels of the U. S. Navy, *under the heading Smoke Stack & Designation Bands. "A black band (smoke band) 14 inches in width shall be painted around the top of the smoke stacks of all slate-colored and white vessels.*

"At the commissioning, such vessels as require it, shall have painted additional black stripes 14 inches in width, located 14 inches below the 'smoke band,' and 14 inches apart, in number as may be required to distinguish the vessels by and in Divisions."—ED.

SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

AN ENDURANCE AND ALTITUDE RECORD has been claimed for the new high-altitude version of the *Firebee* jet drone target missile.

Launched at Holloman Air Development Center, Alamogordo, N. M., an XQ-2B experimental *Firebee* soared to 53,000 feet and remained in the air on remote control for one hour and 44 and one-half minutes before it was recovered by its own parachute release system which safely lowered it to the desert floor.

The operation was believed to have set world's records in altitude and duration for drone missiles specifically designed as targets.

A unique feature of the flight, controlled by a new autopilot, was remote control of a seven-and-one-half-minute powerless glide which followed 97 minutes of powered flight. After fuel is expended in the XQ-2B, it can be glided under control before parachute release.

Recently, another *Firebee* established a record for remote-controlled flight by flying 152 miles out from the control station and back—or a round-trip total of 312 miles.

★ ★ ★

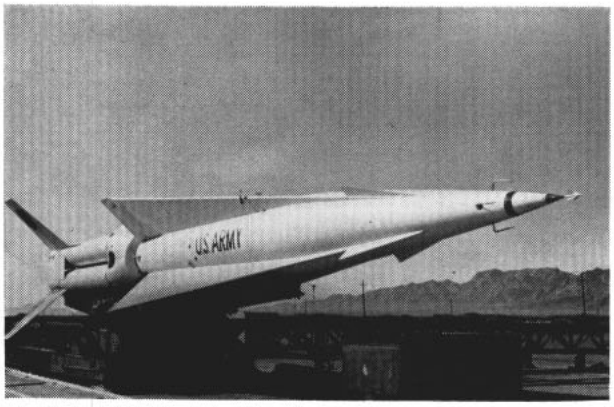
A JEEP-MOUNTED DETECTOR which automatically stops the vehicle when it locates a land mine has been developed by the Army Engineer Corps.

Capable of finding mines buried in and along roadways, the detector covers a path six feet wide directly in front of the jeep and can be moved to both sides of the vehicle with ease. Operating controls, located on the dashboard of the jeep, can be manipulated by either the driver or his assistant.

The search coil, protected by an immersion-proof rubber-coated plywood box, is kept at a constant height above the ground by three skid-caster type wheels which support its carriage assembly.

When the search coil passes over a mine, the vehicle is stopped instantly by the brake actuator, which disengages the clutch and sets the brakes.

A meter, mounted on the indicator panel indicates the presence of the mine. A system of lights, also located on the panel, changes from green to red and a signal is received through earphones by the driver.



BIG DEFENDER—*Nike-Hercules*, new Army surface-to-air missile is designed to intercept, destroy enemy aircraft.

'COOL' PARTNERS *USCGC Northwind* (WAGB-282) breaks ice in Antarctica as Navy copter spots from above.

A PHOTOGRAPHIC MACHINE that controls individual development of each negative on a long roll of film is now ready for use by the Air Force.

The machine examines each negative on a 200- to 400-foot roll of aerial film, individually judges the amount of development it requires, and develops it to get maximum aerial reconnaissance data. Before the use of this new photo processor, a roll of negatives was developed as a compromise to get as much information as possible from the entire roll. This resulted in some negatives of poor quality and the frequent loss of important reconnaissance data.

The new processor is sealed and can operate in daylight. An exposed roll of film, taken from the reconnaissance airplane after a mission, is loaded into the unit and threaded over rollers which guide it through the development process at five feet per minute. It can develop six negatives per minute, or up to 3000 per day.

Twenty-four feet long and six feet high, the processor is a prototype for smaller machines. It can be disassembled and transported by air to advanced Air Force reconnaissance bases.

★ ★ ★

PROTECTION AGAINST SMALL ARMS FIRE and shell fragments may be afforded tractor operators in forward combat areas through use of an armored kit developed by the Army Engineer Corps at Fort Belvoir, Va.

The kit, which can be mounted in the field by maintenance personnel, has been specifically designed for use on standard D-7 and D-8 tractors. Both the engine and operator are protected by armor plate.

Visibility for the operator is provided through standard Army Ordnance laminated glass vision blocks. Three vision blocks are provided for the front, one in each door, and one in the rear.

While designed primarily for protection of the operator and tractor in wartime in clearing obstacles and road blocks usually covered by small-arms fire, the armor kit is also being considered for such uses as ammunition dump or oil well fire-fighting and other hazardous work where the operator's life would be endangered.

THE PRINCIPLES OF the housewife's lazy Susan and the farmer's plow have been combined to develop a new mechanical mine planter for the Army.

The new machine, which greatly reduces the time it takes to lay an anti-tank minefield, carries its payload in a revolving magazine based on the same idea as the one behind the lazy Susan, a revolving tray often used for such items as pickles, candies or condiments at the dinner table. During operation, the magazine automatically feeds mines into a planting mechanism which arms them and drops them into a furrow dug by the machine's large side-elevating plow. Then, after the mine is in the ground, the plow lets the soil drop back into place to conceal the deadly "crop" of underground explosives.

The planter is mounted on pneumatic tires and can be pulled by any large crawler tractor while sowing mines. For transport purposes it can be towed by a standard military truck at regular highway speeds.

The machine plants mines at a predetermined rate, and since the whole business may be run by the tractor operator alone, it means a considerable saving in man-hours. It also eliminates the old-fashioned task of manually digging individual holes for each mine emplacement.

★ ★ ★

AN ALTITUDE OF 198,770 feet—nearly 38 miles—has been reached by an Air Force officer in an aero-medical altitude chamber test.

It is the highest simulated altitude ever reached by man. The record altitude was achieved while testing new equipment.

The chamber's simulated altitude rose quickly to 120,000 feet and then more slowly to the peak of 198,770 feet.

Earlier attempts to reach 200,000 feet have been made, but each time breathing counteracted the near vacuum at full power, so it was impossible to raise the simulated altitude beyond 155,000 feet.

For this latest test, a hose was run from the officer's helmet exhaust valve into an adjoining chamber, where the air he breathed out was dissipated. With this arrangement the chamber's gauge was brought down to 0.250 millimeters (an atmosphere of only 0.0048 pounds per square inch) before evaporation of his perspiration halted the chamber's ascent.

POINTED UP—Bottom view of USAF B-58 *'Hustler'*, supersonic bomber, shows detachable tank on fuselage.

★ ★ ★

A VERSATILE NEW GUIDED MISSILE, designed primarily to combat low-flying enemy planes, has been added to the Army's air defense arsenal.

Designated the *Hawk*, the new weapon carries a lethal, modern warhead and is capable of destroying attacking planes at even the lowest altitudes. It will complement the defense against high-altitude aircraft provided by the Army's *Nike* system.

The *Hawk* can be launched either from fixed installations, such as those in the United States air defense complex, or in the field by fast-moving combat troops. On the ground the *Hawk* system can be carried by a minimum of vehicles, and in the air it can be transported by either helicopters or conventional planes.

The new missile, propelled by a solid fuel, is about 16 feet long and 14 inches in diameter. Its guidance system employs radars of unique design, which are highly effective in detecting and tracking planes that would be in the blind zone of conventional radars.

SIGNAL CORPS' new all-weather radar 'eye' can spot one man half a mile away in darkness or fog.

REAL GOIN' POWER—Army has nuclear power plants, transportable by air, for installation at remote bases.

Are You in Segment III?

IT'S SEAVEY TIME

THE FIRST PART of the three-part SEAVEY—the new system under which eligible enlisted personnel serving at sea will be transferred to shore duty—goes into operation on 1 Oct 1957.

This first part of the system to be placed in effect is called "Seavey Segment 3." It will affect the following ratings: AD, OA, AB, AM, PR, AG, GF, AQ, AK, PH, AE, AT, AL, HM and DT. The ratings include designated strikers of pay grade E3, also HN and DN.

The second part of the Seavey—titled "Seavey Segment 1"—will be placed in operation in February 1958. It will affect the following ratings: BM, QM, SM, RD, SO, TM, GM, FT, FC, MN, ET, IM, OM, RM, TE, YN, PN, SK, DK, JO, LI/PI, DM, and GS.

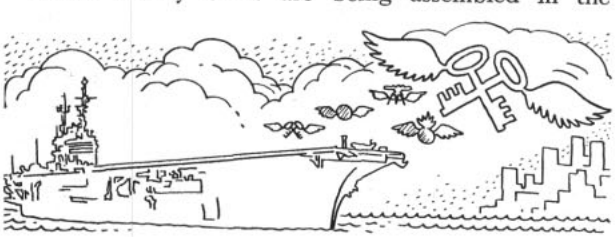
The third and final part of the Seavey—called "Seavey Segment 2" will be placed in operation in June 1958. This part will include the ratings of CS, SH, MM, EN, MR, BR, BT, EM, IC, ME, FP, DC, PM, ML, SV, CE, CD, CM, BU, SW, UT, SD, and TN.

The October launching of the first part of the Seavey comes after many months of preparation. Last May the Chief of Naval Personnel asked each Fleet to survey all those ratings in Seavey Segment 3 and determine how long each man in those ratings had been serving at sea, and how much obligated service he had remaining. After this huge volume of statistical information was studied in the Bureau, a sea tour date for the 1957 increment of Seavey Segment 3 was established for each rating. These dates were announced by BuPers Notice 1306 of 14 May 1957.

If your rate is one of those included in Seavey Segment 3 you can check the sea duty dates for your rate on the chart on pages 32-33 and find out if you are included in Seavey Segment 3. If you meet the *sea duty requirements* as shown on the chart *it means that you are going to be ordered to shore duty some time between 1 Oct* 1957 *and 1 Oct* 1958.

When your Rotation Data Card arrived on board, you were called down to your personnel office to list your shore or overseas shore duty preferences, and other information. Your completed rotation data card was used as the basis for information that goes on your Seavey cards.

These Seavey cards are being assembled in the Bureau of Naval Personnel to form Seavey Segment 3. Billets ashore for men holding rates included in this Segment will be filled entirely during the 12-month period starting 1 October from names carried in Seavey Segment 3, whether such billets are classed as Fleet Shore Duty, BuPers Shore Duty, Recruiting Duty or Instructor Duty, as well as all choice overseas shore duty billets. *The only way* a man holding one of the rates in Seavey Segment 3 can get to shore duty after October 1957 is by means of the Seavey (except where assigned shore duty for humanitarian or hardship reasons).



However, if your name is included in Seavey Segment 3 you MUST have at least 12 months' obligated service *at the time* it is decided to transfer you to shore duty (24 months' obligated service is required if you are being transferred to overseas shore duty). It may be decided to issue your orders at any time between 1 Oct 1957 and 1 Oct 1958 as the billets become vacant.

What happens if you have less than 12 months' obligated service when Seavey Segment 3 goes into effect on 1 Oct 1957? Your name goes directly into the "inactive" file of the Seavey.

If, at any time while your name is being carried on the Seavey, your obligated service drops to less than 12 months, your name is automatically shifted from the "active" to the "inactive" files of the Seavey. *You will not be issued orders to shore duty while your name is carried in the "inactive" Seavey files.*

To get your name removed from the "inactive" and returned to the "active" file of the Seavey you must extend your enlistment or reenlist, or sign an official agreement to do so, in order to raise your obligated service to 12 months or more. (This agreement can specify it will become effective *only* if you are ordered to shore duty within the 12-month period of the Seavey.) When you sign such an agreement a report is made immediately to the Bureau where your name is shifted from the "inactive" to the "active" Seavey file. You will then be considered for your duty preference along with other men of your rate, and can expect to be ordered ashore within the 12-month period of that Seavey Segment.

To be absolutely certain that you will go ashore when your name appears on Seavey Segment 3, be sure you have obligated service through December 1959. Then, no matter what month between October '57 and October '58 you are ordered ashore you will have sufficient obligated service.

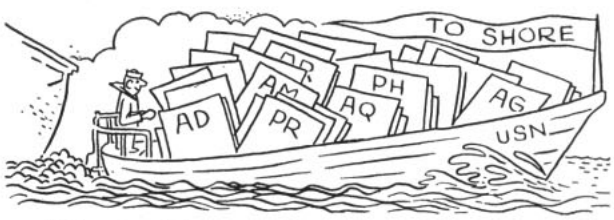
As a result of Seavey Segment 3, the length of the shore tours of personnel in certain rates *now* serving ashore are being extended six months. (For further details, and to find out if you are affected, see chart on pages 32-33.)

Once you have been transferred to shore duty, the length of your stay will depend on the amount of obligated service you have.

If you have sufficient obligated service to cover the full length of your tour ashore, you have no problem. You will remain ashore for the full tour.

If you do not have enough obligated service to cover your full tour ashore you may, seven months before your enlistment expires, sign an agreement to extend your enlistment and thus obtain the necessary obligated service. If you sign this agreement, you will remain ashore for your full tour. If you do not sign it, you will remain ashore until your enlistment expires, at which time you may reenlist (if eligible) or be discharged.

If you lack enough obligated service to complete your tour ashore and if, seven months before your enlistment expires, you do not sign an agreement to extend, the Bureau will start the wheels rolling to get



a relief ordered for you. Then, if you later change your mind and extend or reenlist, you will be made available on the date your old enlistment expires, for assignment to sea duty under the provisions of the Seavey. You cannot remain ashore and finish your full tour because your relief is already on his way to take over your billet.

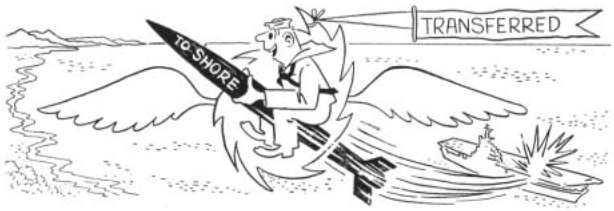
QUESTIONS AND ANSWERS

WITH THE ESTABLISHMENT of the new Seavey-Shorvey rotation program, it's natural that questions will crop up concerning various aspects of the plan as they apply to you. Many of your questions will have been already answered in the comprehensive 22-page report on Seavey-Shorvey that appeared in the January 1957 issue of ALL HANDS, while the answers to still other questions will be found in this issue as they apply to Segment 3. If you can't find the answers in these two issues, send in your questions to ALL HANDS and we'll do our best to get you the answers pronto.

Here are some of the questions received to date.

Q. Does the use of data processing machines in enlisted distribution mean that my new duty station will be determined by a machine?

A. Absolutely not. The machines will never make decisions about you. They are merely tools for distribution officers. Trained personnel officers act on the information which *you* make available to them. The data processing machines help you because they permit more information about you and your desires to be



placed before the distribution officer in a better form. Now he can spend more time considering you instead of shuffling papers. The machines also permit better personnel planning which is to your benefit. Now you are less likely to be transferred on short notice. Additionally, the machines transmit information faster. This means that you get the word sooner.

Q. If I am sent to a class "B" school from sea duty and do not successfully complete the course through no fault of my own, must I requalify for the sea duty requirement of the Seavey?

A. If you attend a naval school from sea duty and are returned to sea duty after successful completion of the course of instruction, your commencement of sea tour date remains unchanged. However, if you had not successfully completed the course and were ashore at school over six months, your commencement of sea tour date would be changed to the date you returned to sea duty, and you would have to requalify for the Seavey. If you stand to lose your previous sea duty and your non-graduation was through no fault of your own, it is recommended that you send a request for a waiver to the Chief of Naval Personnel (Attn: Pers B21). This request should be sent via your commanding officer and the naval school, for determination of

the reason for your failure. Such waivers may be requested in cases of hospitalization and humanitarian shore duty. Each case will be judged on its own merits.

Q. How can I change my duty preferences or provide additional information for my Seavey or Shorvey data cards on file in the Bureau of Naval Personnel?

A. Send a letter to the Chief of Naval Personnel (Attn: Pers B21s) via your commanding officer, with the new information. Your cards will be changed if action has not already been taken on your new assignment.

Q. If I sign an agreement to extend my enlistment for shore duty, may I be assigned to an area ashore other than one of my preference?

A. Every effort will be made to assign you to the

area of your preference. However, should you be assigned to an area other than your preference if the service needs require it, your agreement to extend is still effective as the only guarantee is shore duty.

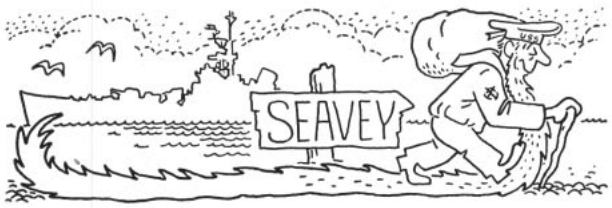
Q. When is the old "Shore Duty Eligibility List" canceled for each rate?

A. The provisions of BuPers Inst. 1306.20C, by which personnel requested shore duty, are canceled on 1 Oct 1957 for rates in Segment 3, on 1 Feb 1958 for rates in Segment 1, and on 1 Jun 1958 for rates in Segment 2. After these dates, only personnel on the Seavey will be ordered to shore duty and receive first choice for overseas shore billets.

Q. If I am on the Seavey and do not have a minimum of one year's obligated service for shore duty or two years' obligated service for overseas shore duty, what happens when I reenlist?

A. If you reenlist on board, your PAMI will notify the Bureau of Naval Personnel of your new EAOS. This will transfer your cards from the "inactive" Seavey to the "active" Seavey and you become eligible for consideration for the areas of your preference.

If you are transferred to a receiving station or are separated on board, but do not reenlist within 24 hours, you are dropped from the Seavey. Should you reenlist, under such circumstances, on continuous service, you will be reassigned to sea duty in accordance with the needs of the service. As your continuous sea tour has



not been broken, you will be reported on the next Seavey segment for your rate. If you reenlist on broken service, your continuous sea service has been terminated. Therefore, you must requalify for assignment to shore duty.

Inactive service must be recorded in your career history.

Q. I am in Segment 3. If I do not have one year's obligated service on 1 Jan 1958, is it to my advantage to agree to extend my enlistment in order to have sufficient obligated service to go ashore under the first Seavey?

A. If you have a relatively long record of naval service for your rate and have had your share of the more arduous duty, it is to your advantage to agree to extend. The reason is this: If you are high on the priority list, you will have first choice at the areas you prefer. If you wait too long and are transferred from the "inactive" to "active" Seavey late in the Seavey period, the vacancies in the area you desire may be all filled and you will have to be assigned to another area.

Q. May a man request assignment to overseas shore duty if currently serving on that type of duty?

A. No.

Q. May a man on duty afloat list overseas duty preferences in BOTH ocean areas?

A. No. He may request overseas service in either ocean, but all choices for overseas service are then limited to the one ocean. This does not affect ability to choose overseas service in Atlantic and shore duty along the Pacific Coast if he so desires.

Q. If I am on overseas shore duty and on the Seavey, when will I be ordered to shore duty in the continental U. S.?

A. Normally, you can expect orders about three months before your overseas shore duty tour expires. These orders will be executed during the month your tour expires.

Q. My service record does not record all my duty stations back 10 years. What entry should be made?

A. Your certified statement of service will be entered in the record and used as a basis to report your career history as required.

Q. Should my present duty station be recorded in career history?

A. Yes. The first duty station in your career history should be your present duty station.

Q. Should temporary additional duty be recorded in my career history?

A. Yes, if length of time on temporary additional duty is one month or longer or was at a Class "A," "P," "B," "C," or functional school for any period of time.

Q. How do I indicate a location and type of duty in my career history if there is no code?

A. Use the closest location and type of duty for which a code is assigned. If there is no code reasonably similar, use code "NOC."

Q. Can a number of codes be combined to specify exactly a career history entry?

A. An entry of career history may have either five or six positions, no more. Two positions to indicate the number of months. One position to indicate the home port is sea duty or the type of duty if shore or overseas shore, and not more than three positions to indicate ship type, city or area code.

Q. How do I indicate a type of duty or location in

my duty preferences if there is no such code in BuPers Inst. 1306.58B?

A. First, be sure a duty station exists—codes have been provided for the major locations. If you are sure there is an allowance for your rate at the activity and there is no code, use the code for the closest location. Be sure the code you use is in the same geographical area. For example, if the location you want is in the 5th Naval District, whether it's Fleet shore duty or other shore duty, use a code for the nearest activity in the 5th Naval District. Then indicate the exact location you want in the remarks space (Block 15) of your rotation data card in plain language.

Q. A man is on sea duty, falls within the Seavey

zone and receives a rotation data card. Card is submitted. Subsequent to submission of card, the activity is changed to shore duty instead of sea duty. What happens to the man?

A. The man will receive orders to shore duty under the Seavey. However, if this same man had not received a rotation data card before the official change of designation of that duty from sea to shore, his

shore duty would commence on the date the unit is reclassified.

Q. I was on duty at one shore station. During my tour I was hospitalized for three months. Upon release I was assigned to another shore station. Does my initial shore completion date change?

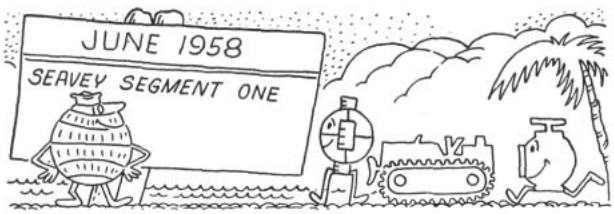
A. No. You retain your original completion date established when you reported to your first shore duty.

Q. What command determines my new sea duty station under the Shorvey?

A. Except for input into Bureau-controlled billets and ratings under Bureau control, the commands in the Fleets determine your new duty station. The Chief of Naval Personnel makes people who are to be assigned in the Pacific Fleet available to the Commanding Officer, Enlisted Personnel Distribution Office, U.S. Pacific Fleet in San Diego. The ultimate duty stations are determined in that office. In the Atlantic Fleet, personnel are made available to Commander Service Force, U.S. Atlantic Fleet. These availabilities may then be passed on to a major type commander for determination of the ultimate duty station.

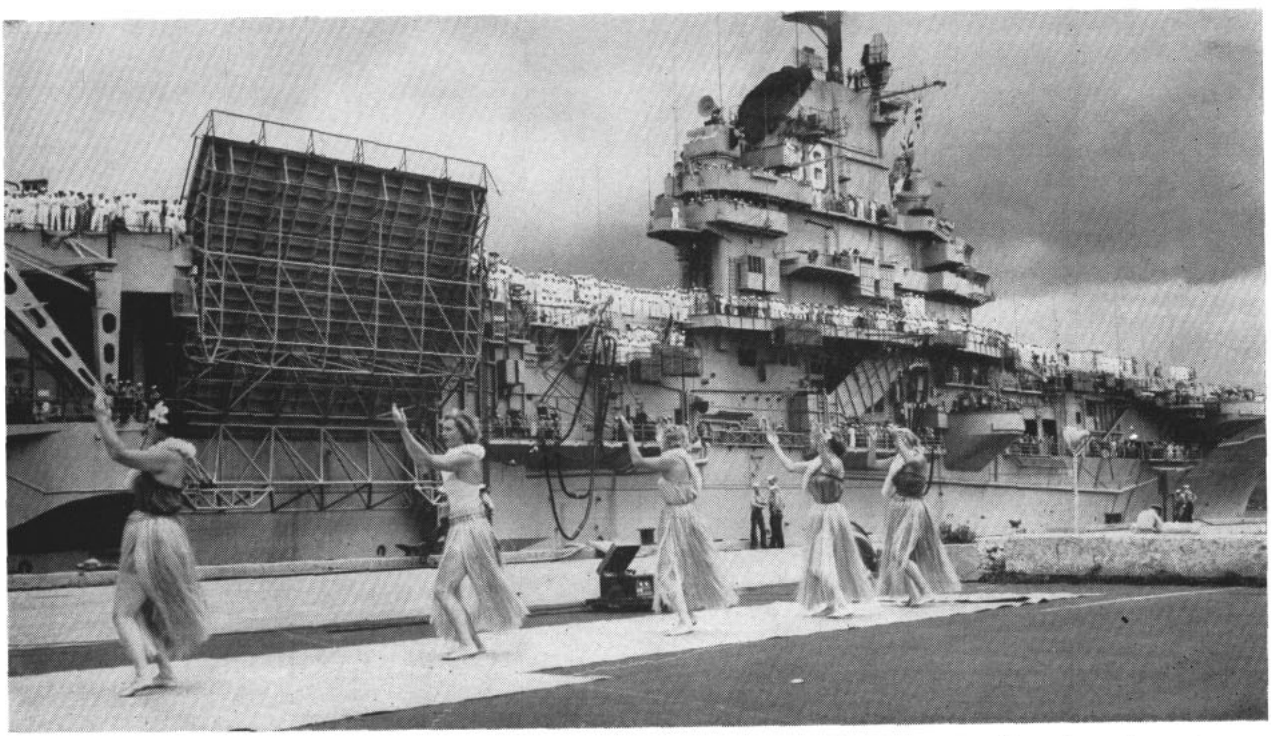
Q. Will the Chief of Naval Personnel control the assignment of my new duty station under the Seavey?

A. The Chief of Naval Personnel controls the assignment of ultimate duty stations only in the case of personnel ordered to duty in a Bureau-controlled billet ("B" or "I" billet), and of personnel in ratings under



the direct control of the Chief of Naval Personnel, such as AC, CT, MA, MU, and TD. The rate of AGC and some special program codes are also directly controlled by the Chief of Naval Personnel. In other cases, the Chief of Naval Personnel makes the man available to a Fleet Commander, District Commandant, or the Chief of Naval Air Training for assignment within geographical boundries of a specific naval district. These latter commands determine the ultimate duty assignments.

In the case of overseas shore duty, personnel requesting such duty normally will be nominated to one or the other Fleet comanders for assignment overseas. If a billet does not exist in one of the overseas areas of their choice, they are assigned to continental shore duty. The Fleet commanders will determine the ultimate duty stations overseas except in certain Bureau-controlled billets. All overseas duty choices must lie in the same ocean area, either Pac or Lant. Also, the assignment to overseas shore duty from the SEAVEY is limited to an area of preference unless "anywhere overseas" is selected.



WIVES AND DAUGHTERS of NAS Barber's Point Navymen present unusual welcome to shore bound carriermen.

SEA TO SHORE SURVEY
"SEAVEY"

SEGMENT (SECTION) 3 OF SEAVEY—S

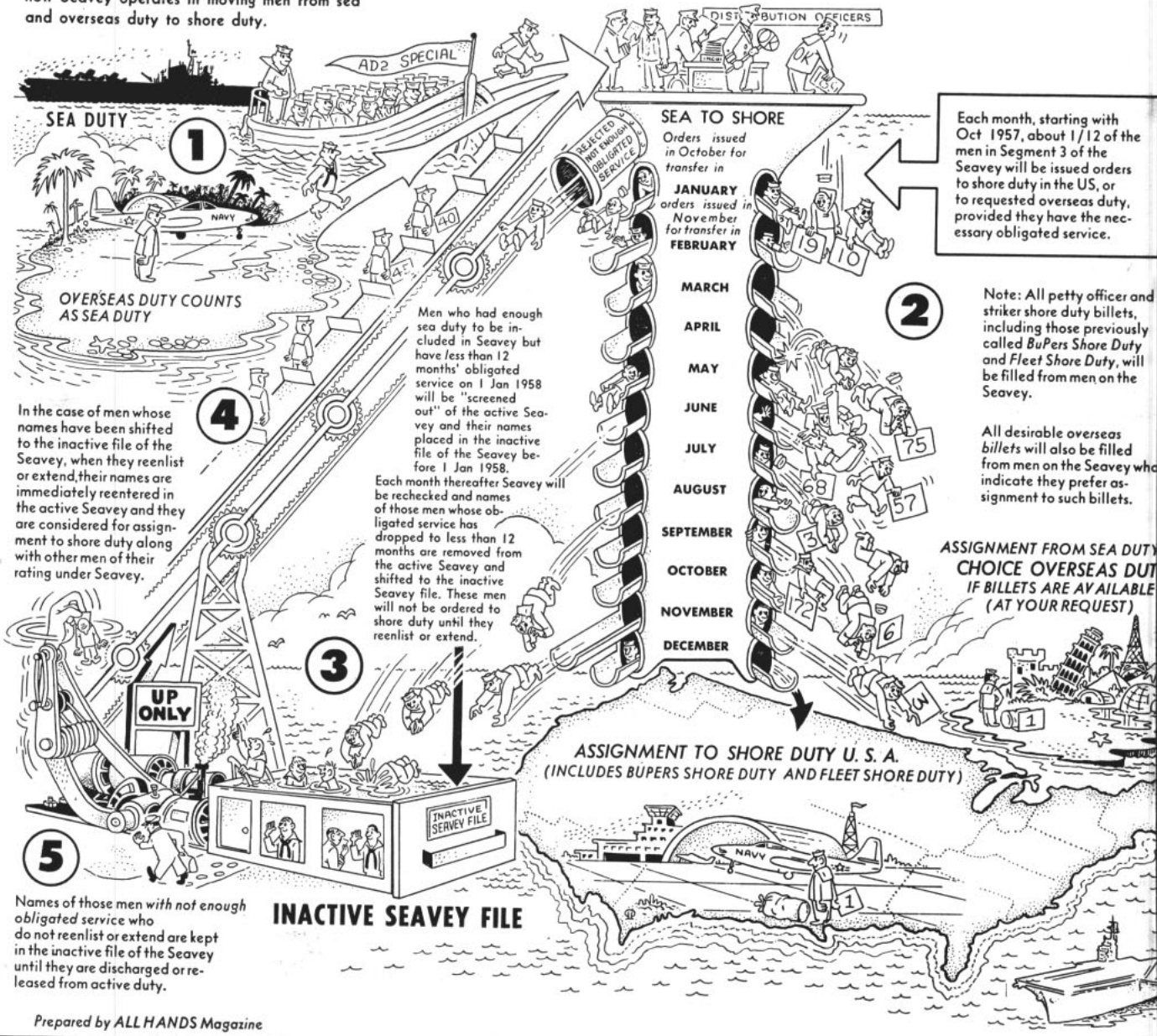
FOR MEN HOLDING THE FOLLOWING RATES — WHO HAVE BEEN AT SEA O
IN THE SEGMENT 3 SECTION OF THE SEAVEY AND YOU WILL BE ORDERED
OCT 1958. THIS MEANS TRANSFERS WILL BE EFFECTED BETWEEN JA

YOU'RE IN—IF IN RATE BELOW AND ON SEA DUTY SINCE DECEMBER 1955

ABC AB1 AB2 AB3 ABAN	AMC AM1 AM2 AM3 AMAN	PRC PR1 PR2 PR3 PRAN	GFC GF1 GF2 GF3 GFAN	AG1 AG2 AG3 AGAN	ADC	AOC	AQC AQ1 AQ2 AQ3 AQAN	AKC AK1 AK2 AK3 AKAN	PHC PH1 PH2 PH3 PHAN	HMC HM1 HM2 HM3 HN

EXAMPLE OF OPERATION OF SEAVEY SEA-TO-SHORE TRANSFER BY SEGMENT (SECTION

This illustration shows, using the AD2 Rate as an example, how Seavey operates in moving men from sea and overseas duty to shore duty.



Prepared by ALL HANDS Magazine

A-TO-SHORE TRANSFER—GETS UNDERWAY

OVERSEAS SINCE DATES INDICATED BELOW (OR EARLIER): YOUR NAME WILL APPEAR SHORE (IF YOU MEET OBLIGATED SERVICE REQUIREMENTS) BETWEEN OCT 1957 AND 1958 AND JAN 1959 BECAUSE OF THE 3 MONTHS' LEAD TIME PROVIDED

SINCE NOVEMBER 1955		SINCE SEPTEMBER 1955		SINCE FEBRUARY 1955
AD1	AEC	ATC	ALC	AO1
AD2	AE1	AT1	AL1	AO2
AD3	AE2	AT2	AL2	AO3
ADAN	AE3	AT3	AL3	AOAN
	AEAN	ATAN	ALAN	

"While the expanding machine installations coupled with more rapid processing and transmission of data is serving to improve the efficiency and effectiveness of the Navy's distribution system, it is to be emphasized that no machine is or will be making a decision in the Navy concerning the assignment of any man. These machine tools are merely to assist the processing of data essential to the distributor for the personal decision which he alone can make."

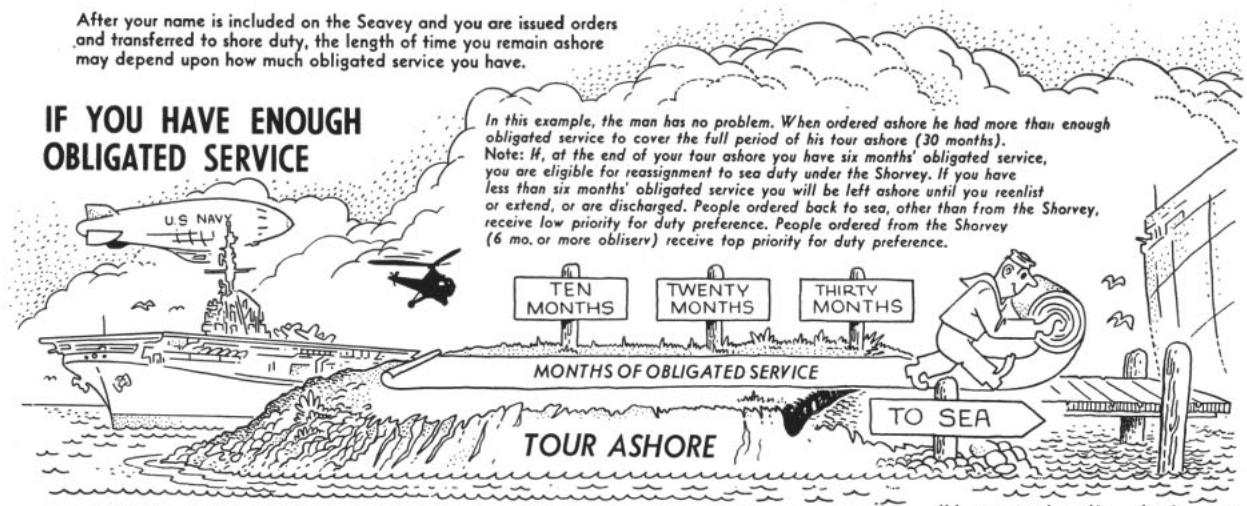
VADM HOLLOWAY

HOW YOUR COMING TOUR OF SHORE DUTY MAY BE AFFECTED BY THE AMOUNT OF OBLIGATED SERVICE YOU HAVE

After your name is included on the Seavey and you are issued orders and transferred to shore duty, the length of time you remain ashore may depend upon how much obligated service you have.

IF YOU HAVE ENOUGH OBLIGATED SERVICE

In this example, the man has no problem. When ordered ashore he had more than enough obligated service to cover the full period of his tour ashore (30 months).
Note: *If, at the end of your tour ashore you have six months' obligated service, you are eligible for reassignment to sea duty under the Shorvey. If you have less than six months' obligated service you will be left ashore until you reenlist or extend, or are discharged. People ordered back to sea, other than from the Shorvey, receive low priority for duty preference. People ordered from the Shorvey (6 mo. or more obliserv) receive top priority for duty preference.*



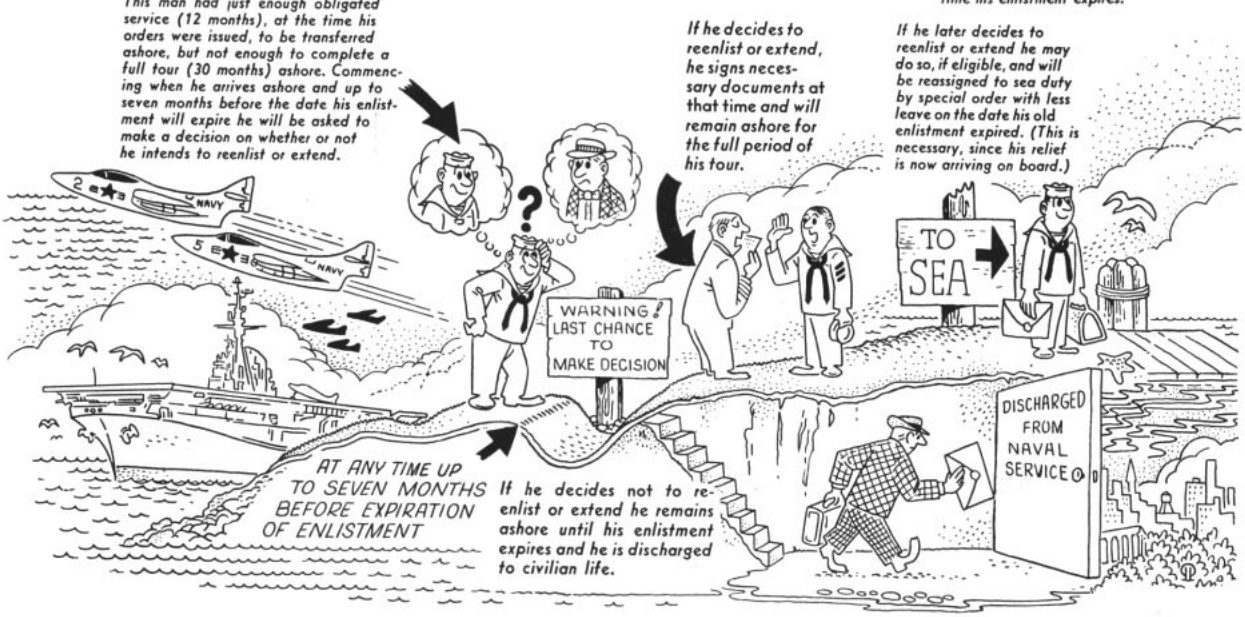
IF YOUR OBLIGATED SERVICE IS ENOUGH TO COME ASHORE BUT NOT ENOUGH TO COVER A FULL TOUR ASHORE

If he cannot make up his mind at the 7-month decision point, machinery is set in motion to order a relief to arrive by the time his enlistment expires.

This man had just enough obligated service (12 months), at the time his orders were issued, to be transferred ashore, but not enough to complete a full tour (30 months) ashore. Commencing when he arrives ashore and up to seven months before the date his enlistment will expire he will be asked to make a decision on whether or not he intends to reenlist or extend.

If he decides to reenlist or extend, he signs necessary documents at that time and will remain ashore for the full period of his tour.

If he later decides to reenlist or extend he may do so, if eligible, and will be reassigned to sea duty by special order with less leave on the date his old enlistment expired. (This is necessary, since his relief is now arriving on board.)



AT ANY TIME UP TO SEVEN MONTHS BEFORE EXPIRATION OF ENLISTMENT

If he decides not to reenlist or extend he remains ashore until his enlistment expires and he is discharged to civilian life.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

PATCH FOR air squadrons approved but will not be available to all squadrons until 1958 owing to possible change in method of abbreviating names.

Eating Out of the Deep Freeze

The title of unsung heroes of Operation Deep Freeze II has fallen to the cooks who have been fighting a battle against limitations of supplies to win a victory with food.

Well into the second half of the wintering-over period the supply of foodstuffs has dwindled and the choice items have long been gone. Working without fresh foods and even many of the frozen items which are normally considered essential, the Antarctic cooks have been called upon to show ingenuity and imagination. Their efforts have provided variations and improvisations that have kept the menus free of repetition.

The start of the second half of the "longest night of the year" was marked by celebrations at all five of the U.S.-IGY scientific stations. At the South Pole, which is experiencing six full months of darkness, the staff greeted spring with a special dinner and a double feature movie while Knox Coast, Cape Adore, Marie Byrd Land and Weddell Sea Station staffs celebrated the "down hill" period with much ado.

New Job for Parachutes

Parachutes, long important to the aviator, will soon be playing an important role for the surface sailor—charting the direction of ocean currents. Some 50 parachutes are being made available to the Japanese Hydrographic Center in Tokyo for use in their current charting project.

The first 24 chutes were delivered to the Japanese hydrographic agency by U.S. Fleet Activities Headquarters, Yokosuka, Japan, early this summer.

Several oceanographic agencies use parachutes for ocean current studies in the upper 1000 feet of water. The parachutes, which are over age and have been surveyed, are lowered to a predetermined depth where they are opened. The large span of silk is easily moved by the ocean current at that level but is not affected by the wind.

The course is indicated by a small surface float attached to the parachute by a thin wire. The parachute is kept at the desired depth by a weight suspended below the canopy.

Outfit With a Drag

The pilots and crews of Utility Squadron Five (VU-5) can tell you what it's like to be shot at for a living. They tow the targets for aerial and shipboard gunnery practice in the Far East.

The squadron, based at Naval Air Station, Atsugi, Japan, services Marine and Carrier Air Groups and surface units. VU-5 has also trained personnel of the British Royal Navy and the Republic of Korea Navy in target-towing methods.

Two types of targets are used—banners for aircraft gunnery practice and buckets for shipboard and shore-based firing runs. Both types are radar-reflecting and about 30 feet long.

The targets are dropped out of a hatch on the twin-engine JD-1 utility plane attached to a ⅛-inch steel cable. About 7000 feet of the target cable is reeled out during the firing run.

Another method of launching the target is to drag it into the air from the ground. This method is used with F9F-8 *Cougar* jets with the tow cable attached to the dive flaps of the swept-wing plane.

In aerial work a division of four jets will make firing runs on one target. Each fires ammunition painted with different colors of

YESTERDAY'S NAVY

On 2 Sep 1775, George Washington launched the beginnings of the Continental Navy by instructing Nicholson Broughton to proceed in the schooner Hannah against British transports to prevent reinforcements from reaching the enemy at Boston. The battle of Lake Champlain was fought on 11 Sep 1814 when 14 U. S. ships defeated 16 British ships. U. S. Navy ships were among the first to render aid to Yokohama and Tokyo, destroyed by an earthquake 2 Sep 1918. Twenty-seven years later to the day, Japan formally surrendered to U. S. on board USS Missouri.

printing ink so that the hits scored by each plane may be counted after the banner is dropped over the airfield. Jets may also make their firing runs with motion picture cameras mounted in the gun positions. The resulting film will tell the pilot whether he was right or wrong.

When a bucket is towed for ship firing exercises it is dropped at sea so that the ship can pick it up and determine firing accuracy. Flotation pads keep the targets afloat.

If practice makes perfect, Utility Squadron Five is helping to keep Far East Navy marksmanship in top form as they "drag the bag for MAG and CAG."

A Leash for Cats

Engineers are constantly working to develop ever higher speeds but at the same time they must find ways to rid speed of its potential destructive power.

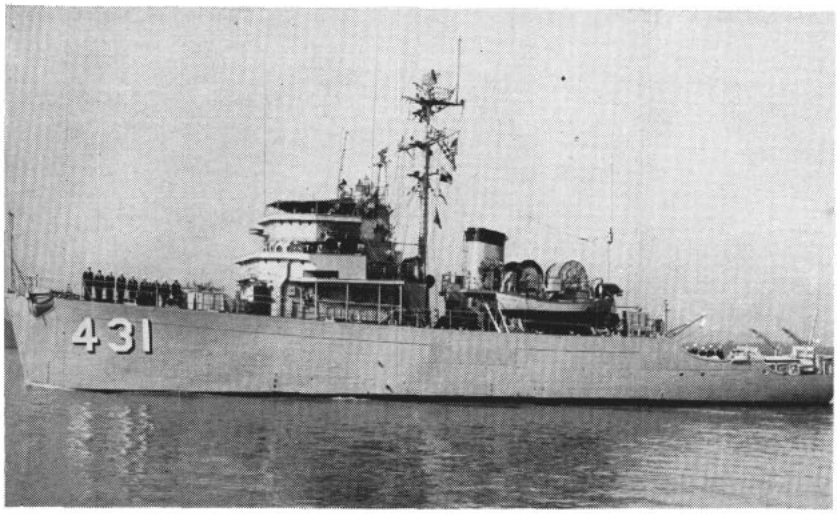
An example of such a situation is the Runaway Shot Preventor (RSP), an electro-mechanical safety device developed by Navy scientists for use with steam catapults aboard aircraft carriers.

Because of the additional force required to catapult the heavy jet planes in Fleet use today, steam catapults are replacing less powerful launching systems. A steam catapult on the loose, however, may cause severe damage to both ship and aircraft. The RSP is designed to prevent damage, in the event the catapult suddenly builds up excessive speed, by shutting off the steam supply in two-tenths of a second. At this point a water brake takes over to bring the catapult's shuttle to a safe stop, thereby providing the needed safety factor.

Navy Rescues Chinese Ship

Teamwork on the part of USS *Worcester* (CL 144), *Lyman K. Swenson* (DD 729) and *Irwin* (DD 794) saved the Chinese Nationalist steamer *Ping Tung* from sinking after she had struck a reef off Yokoate Shima and had run aground.

The cruiser was the first U. S. ship to arrive at the scene, about 150 miles northeast of Okinawa. She sent in two boats to investigate while a merchant ship stood off the island evacuating the crew of the stricken steamer. Members of *Worcester's* crew determined the extent of the damage and repair parties were sent over to put a temporary patch on the underwater body of the ship.



OFF TO THE MED—*USS Dominant* (MSO 431) leaves Charleston to join Sixth Fleet. First port of call for her second tour with Sixth is Island of Rhodes.

At this point the two destroyers joined in the repair effort. A former underwater demolition man, LT R. D. Clark, from the destroyer *Swenson*, made repeated dives under *Ping Tung* to apply the patch prepared by damage control experts on board the cruiser. Just before his bottled air ran out, Clark succeeded in securing the patch.

The destroyer escort USS *Hanna* (DE 449) stood by *Ping Tung* until arrival of a salvage ship.

Busy B U

Men of Boat Unit Two at the Amphibious Base, Little Creek, Va., have been busy testing a group of new LCPLs, receiving indoctrination in the operation of a new LCM model and earning a commendation.

Four new types of LCPLs are being tested by the unit in cooperation with the Amphibious Test and Evaluating Unit and other Little Creek commands. The new boats are described as being larger and more powerful. A primary asset is their increased speed which allows them to keep step with present day amphibious tactics.

If found suitable, the craft will be used by boat group commanders and control officers for command purposes.

Past the testing stage are two LCM (8) models being operated by the unit for training purposes. Slated to receive 12 of the modified landing craft, Boat Unit Two borrowed the two craft from the Army Transportation Corps.

Compared to older LCM models the new craft carry additional cargo at higher speeds, are more seaworthy, yet require about the same size crew. Transported to the landing area via landing ship dock, the LCM (8) can be used to carry the largest tank now assigned to the Marine Corps. It also performs well as a salvage craft for smaller landing craft.

During the dash for the beach, the 60-ton T-43 tank secured in the LCM well deck can fire its 120-mm cannon over the craft's bow at enemy positions on the shore.

The two LCMs assigned to the unit were used in the amphibious training exercise Marlex 1-57 recently, to the satisfaction of all hands.

The detachment of Boat Unit Two in the Med, aboard the USS *Spiegel Grove* (LSD 32), received a letter of commendation from the LSD's commanding officer for their "extreme interest and most active efforts in ensuring that they were at all times ready in every respect to meet their commitments."

Torpedo Retrievers

The Navy has awarded two contracts for the construction of five 72-foot torpedo retriever boats.

The wooden-hulled vessels, which are designed to retrieve practice torpedoes, will be 72 feet nine-inches long, have a beam of 17 feet and displace 53 tons. Each will be equipped with eight diesel engines arranged in "quads" and capable of developing 1300 horsepower. Cruising range of the retrievers will be 180 nautical miles when cruising at a maximum speed of 18 knots.

OVER THE TOP—Descending from his F3H *Demon*, CDR J. S. HILL, USN, after 100th landing becomes first to qualify as 'Centurian' on *Forrestal*-class carrier.

Carrier-to-Carrier Flight

The world's fastest Navy fighter—the F8U-1—not long ago demonstrated that the nation's sea arm can quickly shift its carrier-based aircraft from ocean to ocean with no reliance on land bases or the Panama Canal.

In the first coast-to-coast, carrier-to-carrier fighter flight ever recorded, two Navy pilots took off in 1000-miles-an-hour-plus *Crusaders* from uss *Bon Homme Richard* (CVA 31) which was steaming off San Diego, Calif., streaked across the country and landed three hours and 28 minutes later on board uss *Saratoga* (CVA 60) off the east coast of Florida, a distance of some 2200 miles.

The flight underlined the Navy's ability to transfer its newest fighters from a carrier on one coast to a carrier on the opposite coast without having to land or be carried on a time-consuming trip through the Panama Canal.

The only major slackening in the planes' pace came when the pilots slowed down for refueling over the Dallas-Fort Worth area. Here, the planes dropped from 45,000 feet to 25,000 feet and reduced their speed to take on hundreds of gallons of fuel from two aerial "filling stations," which consisted of AJ-2 tankers from VAH-11, Sanford, Fla., temporarily based at NAS Dallas.

The *Crusaders* used were standard operational aircraft similar to those being delivered to the Fleet for operational service with squadrons now forming on both the West Coast and East Coast of the country.

Focusing on the Sun

One of the most photographed spots in the universe during the next 18 months will be the sun, which will be exposed to the lenses of Navy cameras every 30 seconds throughout the morning and afternoon of each day.

The work is being done by the Radio Astronomy Branch of the Naval Research Laboratory in Washington as part of the U. S. participation in the International Geophysical Year.

A device that automatically and continuously records events in what is known as "the hydrogen alpha line of the solar spectrum" will record the sun's activities on 35-mm. motion picture film. Many of the instruments (called Lyot monochromatic heliographs) have been installed in the world's 24 time zones.

As the Navy scientists discover evidence of unusual solar activity (solar "flares" or sun spots) they will notify the IGY World Warning Agency. In this manner scientists will obtain a documentary record of the sun's activity during the IGY (1 Jul 1957-31 Dec 1958).

High Flying Suit

A full pressure high altitude suit —the kind naval aviators will use when entering the stratosphere—has been flight-tested successfully by the Naval Air Test Center, Patuxent River, Md.

The tests demonstrated that Navy pilots wearing the suit, in development since 1951, will be able to fly and fight in supersonic craft in the stratosphere as easily as they now fly in pressurized cabins in standard flying uniforms.

The suit is required for protection against loss of cabin pressure at very high altitudes where exposure to the thin atmosphere would boil a man's blood in seconds. It also retains life-saving pressure after a pilot has bailed out at stratospheric altitudes and, in case of a possible ditching in cold water, will keep the pilot afloat.

Made of rubber and nylon, the suit provides an artificial, pressurized atmosphere for the pilot. It contains its own communication, oxygen and ventilation systems, yet has more mobility, better visibility, comfort, and protective features than previous models of high-altitude gear.

The suit contains its own atmosphere, with sufficient pressure to maintain life in the rarified upper atmosphere. It is sensitive to drops in aircraft cabin pressure, automatically pressurizing itself when such drops occur. In laboratory tests it proved its worth in an altitude chamber which simulated pressure at 80,000 feet for an 11-hour period.

ATU Travels 13,000,000 Miles

Someone has taken the trouble to figure out that, since the inception of Advanced Training Unit (ATU) 206, of Sherman Field, Pensacola, Fla., its members have logged the equivalent of nearly 13 million air miles of flying. That's enough to give more than 500 student pilots their advanced training in single-seat jets. Our friend with the figures also points out that, in two years of flying, the unit has consumed 22 million gallons of aviation fuel in the process of keeping 51,000 flights in the air.

These statistics were accumulated by the men and planes of ATU 206, which set up shop with a total of three officers, 70 enlisted men and four F9F *Panthers*. From this modest beginning, ATU 206 has expanded to 60 officers, 900 enlisted men and 80 *Panthers*, all of which help put the student pilots through some pretty rugged training. The eight-week curriculum consists of ground instruction, air-to-air gunnery, rockets, bombing, and night training hops among other phases of advanced combat tactics, and is climaxed by a cross-country flight to test navigational prowess of students.

APN Cures Flying Headaches

If you compare what pilots will be able to do in the future with the Navy's new automatic navigator, aviators up to now have been flying by "the seat of their pants."

Designed to provide pilots and navigators with continuous navigational information automatically, this new device, designated APN-67, is the culmination of 10 years of research.

The importance of ground speed and drift angle data has been recognized for a long time. This and other information supplied by APN-67 will enable pilots to increase their speed and range merely by being able to take advantage of prevailing winds. In terms of military importance, this development means increased mission capabilities, greater fuel economy and accurate location reports of enemy ship and aircraft contacts.

A specially adapted version of the automatic navigator will make antisubmarine warfare helicopters capable of operating in all types of weather.

NEW NAVIGATOR—Automatic device is developed to give continuous navigational info including latitude, longitude, ground speed, drift, track.

They Even Have Same Dentist

Ever since 1945 Chief Richard Paul Schulz has been trying to solve a mystery. Now, thanks to his first meeting with Chief Richard Paul Schulz, he's finally done it.

Both chiefs—one a quartermaster and the other, a personnel man—are stationed at the Naval Training Center, San Diego, Calif., and sharing the same name has gotten them involved in a number of mixups. One of the biggest of them all was an incident that had puzzled Quartermaster Schulz for almost 12 years.

"In late 1945," he says, "I was informed by the Bureau of Naval Personnel that I was being promoted to chief yeoman. I told my skipper I'd never done any yeoman work and didn't think I should accept the advancement in that rating."

That whole business was squared away a long time ago, but ever since it happened, Quartermaster Schultz had been wondering about it. However, since he's met the other Richard Paul Schulz he's decided that the Bureau simply got him confused with Personnel Man Schulz, who used to be a yeoman.

That may have cleared up one puzzle, but unfortunately, now that both Chief Schulzes are assigned to the Training Center, the confusion will probably increase. In fact, there have already been a couple of indications of that trend.

Before Chief Personnel Man Schulz reported for duty at the Center he went on leave. Meanwhile, 12 letters were forwarded to him from Kwajalein, his previous duty station. The mail was delivered to Chief Quartermaster Schulz, who had opened eight of the letters before he realized they weren't for him.

And, one Sunday morning, Personnel Man Schulz was roused out of bed by a phone call from the Center's dental clinic, where Quartermaster Schulz had had a tooth pulled the day before. The dental technician on duty, needing some additional information for his records, had awakened the wrong Schulz to get it.

"I suppose," sighed Chief Richard Paul Schulz (the personnel man), "that they'll be getting us confused so long as we're here together."

"Yes," echoed Chief Richard Paul Schulz (the quartermaster), "I guess they will."

RINGER—Smoke from three-inch guns of *USS Philip (DDE 498)* forms ring during gunnery competition among DD Squadron 25 with Pacific Fleet.

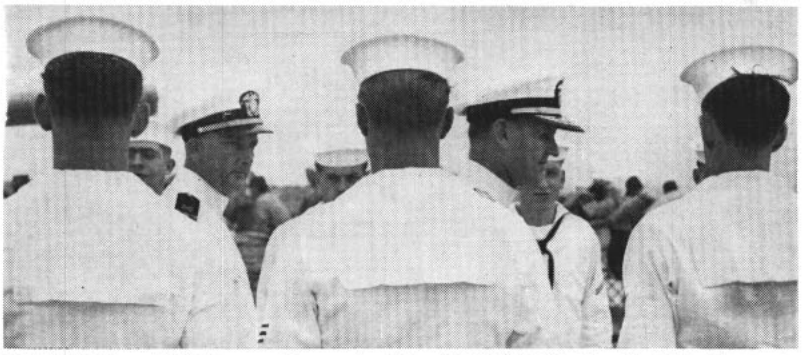
MSTS Completes DEW Line Duty

The resupply of the Arctic DEW Line will be carried on by Canada after the 1957 operations by the Military Sea Transportation Service end.

MSTS was originally assigned the three-year task of delivering construction materials and supplies to the entire DEW Line network. Navy, MSTS, Coast Guard, Royal Canadian Navy and merchant-type ships carried supplies to the Far North where the Army Transportation Corps unloaded them. Nearly 100 ships participated in this year's operations.

Six MSTS ships are to remain in the North after they complete this year's operations where they will be turned over to the U.S. Air Force. The Air Force, which is responsible for the DEW Line, will lease the ships to the Canadians. The six ships include three LSTs and an equal number of AOG-type tankers.

Twelve Army LCM landing craft will also report to Port Brabant to winter over with MSTS ships.



SIX YEARS on *USS Bremerton* ended for CHBOSN Craft, piped to Reserve.

Shipmates Pipe Warrant Officer Over the Side

"The toughest job I ever had was to stand up here and say good-bye," Chief BoatswainWilliam P. Craft, Jr., told his assembled shipmates aboard the heavy cruiser USS *Bremerton* (CA 130) in Long Beach. The colorful Warrant Officer was honored during an all-hands-aft ceremony after he had accompanied Rear Admiral Roy S. Benson, Commander Cruiser Division One, as honorary inspecting officer during a personnel inspection.

"Boats," who helped bring *Bremerton* out of mothballs in 1951 in time for two tours of Korean combat duty, and served aboard her for almost six years, was transferred 16 July to the Pacific Reserve Fleet in Long Beach, California.

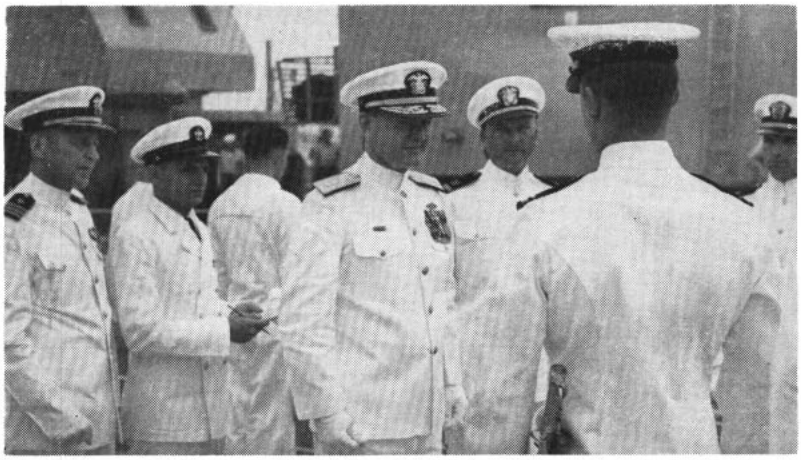
The cruiser rolled out the red carpet for Boatswain Craft when he left the ship for the last time. Eight of his fellow Warrant Officers served as honorary side boys as he was piped over the side.

Rear Admiral Benson commended Boatswain Craft for his part in "making *Bremerton* a first class fighting ship," and for his "splendid performance of duty" while aboard the cruiser.

In reading the commendation, the ship's acting commanding officer, Commander Robert M. Brownlie, pointed out that Craft's Navy career has been a "bottom-to-top story." The Boatswain entered the Navy in 1938 as a seaman recruit and is at present awaiting promotion to W-4, the highest grade a Warrant Officer can hold.

When "Boats" came aboard *Bremerton* in 1951 the ship had been in mothballs for three years, but when he left her this month she wore the Pacific Fleet Cruiser Battle Efficiency plaque on her quarterdeck.

During Craft's long tour of duty as *Bremerton's* Chief Boatswain, he made six extended tours of duty in the Far East. He won a Navy Commendation with Ribbon and Combat V during the cruiser's combat duty in the Korean conflict.



ALL HANDS AFT—Chief Boatswain W. P. Craft, USN, (third from right) inspects mates with RADM R. S. Benson, USN. Ceremonies on *Bremerton*.

Bo's'ns Mates Honored

Boatswain's mates have been cussed and discussed ever since the rate was inaugurated into the Navy. But on board the Pearl Harbor-based USS *Walker* (DDE 517), three of them have a special place of honor.

CDR C. H. Smith, captain of *Walker*, presented sterling silver boatswain's calls to E. Z. Walter, BMC, L. W. Bucher, BM1, and W. L. Parkerson, BM3. The calls were engraved with the individual's names and "USS *Walker* — 1957."

The presentation was made for their outstanding service to the Navy, their exceptional performance as boatswain's mates and for the way they handle the responsibility of keeping the ship clean and neat.

Win Assault Boat Insigne

The attack transport USS *Noble* (APA 218) and the attack cargo ship USS *Tulare* (AKA 112), both units of the Pacific Fleet, were recently awarded the "Assault Boat Insigne." They are the first of the Pacific Fleet to win the awards.

Made up of two crossed anchors horizontally pierced by an arrow, this device indicates high proficiency in amphibious tactics. It is awarded to ships in the Amphibious Force which attain a minimum score of 90 in boat control—debarkation and unloading—and beaching tactics during an official amphibious exercise or operation.

The presentation ceremonies of both ships were further highlighted by *Noble* and *Tulare* receiving the Engineering Red "E" for excellent conduct of engineering exercises and for the ships' complete operational reliability during the past year.

Stellar Performance by L. A.

While USS *Los Angeles* (CA 135) was undergoing a routine overhaul at the Mare Island Naval Shipyard, the entire crew of the heavy cruiser trooped over to the Shipyard to see the movie "Joe Butterfly."

Reason for this en masse viewing was the fact that while the ship was in Yokohama, scenes from the movie were shot aboard *Los Angeles* and both ship and crew appeared in it.

After viewing the film, critical comments by the crew indicated that the "movie stars" on board *Los Angeles* turned in a stellar performance.

Other members of the cast included Audie Murphy, George Nader and Keenan Wynn.

Zipper College

The Florida Group of the Atlantic Reserve Fleet conducts a continuous training program at its "Zipper College," which compares favorably to many formal educational institutions.

Every man reporting to the Naval Station at Green Cove Springs, Fla., is interviewed by the education officer and given a battery of tests. After an individual's educational background, weaknesses, aptitudes and interests are determined, the education officer maps out a course of study for him.

Required subjects for all personnel assigned to the Zipper Fleet include fire fighting, the safe and proper use of small arms, reactivation tests of ships, and Uniform Code of Military Justice.

In addition to the required subjects, everyone is urged to take high school or college level correspondence courses. Instructors are available to assist with off-duty study.

After-hour courses currently being offered at Green Cove Springs include typing, shorthand, American literature, college mathematics, algebra, American history, American government and economics.

Zipper College also offers a course in ship activation for naval and Coast Guard Reservists from the 6th, 8th and 9th Naval Districts.

Hams Say It With Pictures

Sports photos and Sunday comics are getting to be old stuff to those Navymen who are shivering it out in Deep Freeze. Since May, they have been receiving such items via radio facsimile from radio amateurs in the United States.

Although this marks a first for the amateurs to transmit photos over the 8437-mile span, the Navy has been sending photographs by radio for many months.

Transmission of the photos was originated by W2KCR at North Syracuse, N. Y., by the Operation Deep Freeze Committee of the Radio Amateurs of Greater Syracuse as a function of the American Red Cross Amateur Radio Morale Message Service.

Although Dick Tracy has been placed in many a predicament in various climes, it was probably the first time that he and the rest of the characters appearing in the comic strip ever roamed around the Antarctic. In addition to the comic strip, news stories and a photo of the knockout of Gene Fullmer by Sugar Ray Robinson were sent.

The new radio picture transmissions are a forecast of similar and more personal transmissions in the future. The committee plans to send future transmissions during the remainder of the International Geophysical Year with the idea in mind that this sort of transmission is personal, non-official and of a morale nature.

Little Army-Navy Game Will Be Played As Benefit for Memorial Stadium Fund

Since last month's report of donations to the Navy-Marine Corps Memorial Stadium, another $100,000 has been added to the fund, bringing it well over the half-way mark. As of 1 August, more than $600,000 has been contributed which, in addition to the $1,000,000 donation by the Naval Academy Atheletic Association, assures completion of at least one half of the stadium.

In anticipation that the fund goal will be reached ($1,500,000 is still needed), the opening of the stadium has been set for the fall of 1959. It is hoped to play three home games in the new Memorial Stadium that season.

To give the fund a further push in the right direction, this year a "little" Army-Navy game will be played at Annapolis on 26 October as a benefit, with all proceeds going to the Memorial Stadium Fund.

Navy has been a member of the Eastern Intercollegiate 150-pound Football League for the past 11 years and has won the championship in nine of them. Army joins this league for the first time this year.

Tickets will be for general admission at two dollars each and may be obtained by sending your money to the Memorial Stadium, Annapolis, Md. A sellout is expected.

Meanwhile, a total of more than $196,000 has been received from units of the Navy and Marine Corps. This may be broken down as follows:

Atlantic Fleet	$58,200
Pacific Fleet	56,241
Miscellaneous Sea and Foreign	8,767
First Naval District	4,364
Third Naval District	7,285
Fourth Naval District	3,970
Fifth Naval District	8,558
Sixth Naval District	8,820
Eighth Naval District	1,318
Ninth Naval District	7,616
Tenth Naval District	6,746
Eleventh Naval District	2,555
Twelfth Naval District	5,017
Thirteenth Naval District	743
Fourteenth Naval District	1,244
Fifteenth Naval District	88
Potomac River Naval Command	4,455
Severn River Naval Command	10,777

Many Reserve units and veterans organizations have made contributions through the dedication of $100 memorial chairs to the members of their organizations. Groups of active and retired personnel are contributing toward memorial chairs for crews of ships or units that have been sunk, scrapped, mothballed or disbanded, and to the individuals for whom these ships were named.

FUNDS FOR NAVY-MARINE Corps Memorial Stadium, shown here in artist's sketch, have passed half way mark.

SIDELINE STRATEGY

YOU FIND FISHERMEN in all walks of life and the Navy is no exception. From the wide range of tackle found in most Exchanges and the amount of fishing equipment on hand in the majority of ship or station athletic-gear lockers, it's quite apparent that interest in fishing runs high among Navymen and their dependents.

No matter where you are, or what season it is, you'll run into Navymen swapping fish stories. They're all experts at that. The average bluejacket, in the course of his travels, has the opportunity to fish in some of the world's greatest spots — which are merely dreams to most of the country's 43 million anglers.

Whether stationed in northern Alaska, sunny Hawaii or in the shadow of the nation's capital, you'll see Navymen fishing. If in Alaska, you'd be lured to the virgin lakes and streams by all types of salmon, trout and the fantastic grayling; Hawaii's beaches and reefs offer an endless variety of fish—many which have names as long as your catch; while the Potomac River which runs through Washington, D.C. rates an "outstanding" for its spring shad and herring fishing.

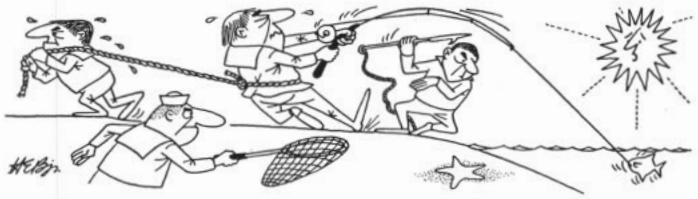
With the summer season upon us, there's no reason why you shouldn't drop into Special Services and check out a hook, line and sinker. You don't have to be stationed in a fishermen's paradise to enjoy fishing either. Every day you hear of record catches, big ones getting away or being landed in areas where you would least expect to catch 'lunkers.'

Typical of these is the 210-pound jewfish that Ray McDowell, SN, Walt McKeon, BM3, and Tom Warren, FN, of USS *Bushnell* (AS 15) landed while on a fishing party during deployment to the Caribbean.

Out NAS Oakland way, you can still hear Robert W. Tate, AB1, boasting of his "record" 33-pound king salmon that he landed last fall off the Farallon Islands near San Francisco.

Then there's H. S. Bonner, YNC, of NTC San Diego, who recently made a haul of 12 yellowtail averaging 15 pounds each; one nine-pound, six-ounce barracuda; 15 bonita, all four pounders, and a sackful of bottom fish. Earlier this year he caught a 39½-pound halibut.

A typical fish story comes from W. C. Matthews, ABC, of Cecil Field. During his first fishing trip he landed a nine-pound bass—with a borrowed rod and reel, no less. The next day he bought a complete outfit and readily admits—"he's hooked."



Here's the biggest fish story heard to date and with it should go the Navy's top angler laurels. While fishing off the fantail of USS *Leyte* (CVS 32) James W. McCall, BM2, caught a 1050-pound, 11-foot, six-inch shark. After an hour-and-a-half battle, he hauled it aboard—with the help of 14 of his shipmates. And that's no fish story.

—H. G. Baker, JOC, USN

Rapid Fire Range

What is believed to be the first indoor international rapid fire pistol range to be constructed on a reduced scale is now part of the equipment of the Naval Air Test Center Rifle and Pistol Club at Patuxent River, Md.

Charles L. Frazier, AOC, small arms marksmanship instructor at the Center, and Franklin B. Vocke, ADC, are the two enthusiasts responsible for its design and construction.

All targets used are reduced to scale according to specifications of the National Rifle Association.

USNA Pistol Team Undefeated

The U.S. Naval Academy's pistol team went undefeated during the 1957 season. In out-shooting nine opponents, the midshipmen won more awards than any of the Academy's previous pistol squads, which have competed in intercollegiate shooting since 1942.

Coached by CAPT Edward Y. Holt, Jr., USMC, the sharpshooting midshipmen won by record scores, two national titles—the U.S. Revolver Association's National Championship, and Intercollegiate Pistol Crown. They also won the NRA's NROTC team championship.

In addition to the team awards, the midshipmen won numerous individual championships. Seven members of the 10-man team were selected for the All-America squad.

Top individual marksman on the Academy squad was Midshipman First Class Richard T. Vosseler. He was selected as the Number One man on the first team All-America. Midshipman Vosseler (now ENS, USN) was the first Naval Academy pistoleer to be so honored. He scored the high average in 1957 for the U.S. Revolver Association's top spot and had the highest average mark for the Naval Academy's shooters.

Vosseller, a three-time All-America choice, placed second in the NRA individual competition and was runner-up in the National Mid-Winter championships. Midshipman Owen C. Baker, (now 2nd Lt., USMC) captain of the pistol team, was first master in the National Mid-Winter competition.

From all indications, the midshipmen should bring home the bacon during the '58 season as well, since only four members of the 10-man team were lost through graduation.

Down Caribbean Way

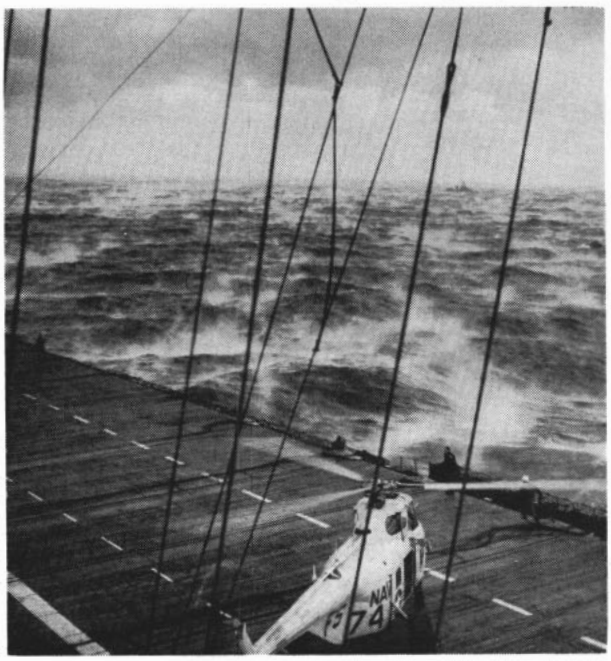
WHEN YOU BELONG to a crew of a CVS whose job is to hunt down and kill enemy subs—and you're chock-full of all the latest techniques with a ship-full of the latest gear, it's nice to get to sea and give it a try.

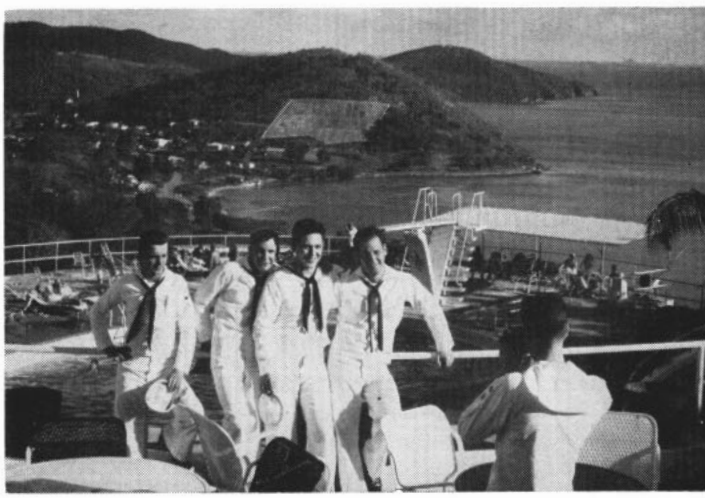
Navymen of USS *Leyte* (CVS 32) found it especially enjoyable as they pursued the "enemy" southward from Quonset Point to the sunny climes of the Atlantic down Caribbean way. Here they hove to for liberty in such spots as Panama, Cuba, and the island of St. Thomas in the Virgin Islands with its plush tropical splendor pictured here.

They found the rocky island that had once been the roaring headquarters of such pirates as Blackbeard and Henry Morgan a pleasant sunny vacation spot.

Top Left: View from Bluebeard's Castle (rt) shows almost entire island. *Right*: *Leyte*men enjoy hotel visit. *Below right*: Navymen record scenic streets. *Below left*: Sea smoke caused by cold air over warm gulf stream marks end of tropical cruise as CVS 32 heads home.

—Photos by N. H. Ingells, SN, USN





Columbus Liked Living in Cuba, and So Does the Navy Family

WHEN COLUMBUS FIRST saw Cuba in 1492, he called it the "most beautiful land that eyes have ever beheld."

Modern seafarers might not go that far in their descriptions, but most present-day sailors who've seen service at the U.S. Naval Base, Guantanamo Bay, are likely to agree that it's a pretty good place to spend a tour of overseas duty. And, since "Gitmo" is the Navy's biggest base in the West Indies, quite a few Navymen are assigned there every year. If you're about to become one of them, you might want to read this latest rundown on what it's like.

Climate—The climate of Guantanamo Bay is best described as semi-tropical. During the winter months temperatures range from 62 degrees at midnight to 85 degrees at noon, and during the summer months from 72 at midnight to 92 at noon. This may sound hot, but because of the prevailing easterly winds it's really not so bad.

The chief rainy season occurs in October and November, with a minor one in April and May. Rainstorms are sudden and heavy but they end quickly. Unlike many tropical areas, there are no prolonged periods of high humidity or of dampness and mildew. The Guantanamo Bay area is considerably more arid than the rest of Cuba. In general the climate is one of the most healthful in the tropics.

Inoculations—For the protection of your health and that of your children immunizations for smallpox, typhoid-paratyphoid, tetanus or DPT (diphtheria, tetanus and pertussis) are required before your arrival at Guantanamo Bay. It's best to get these shots before you reach the port of embarkation as you will not be permitted to go overseas without them.

Immunizations may be performed by a Medical Officer of one of the Military Services or the Public Health Service or other reputable physician in private practice. A certificate must be obtained from the physician administering the shots and this certificate must be kept in your possession at all times.

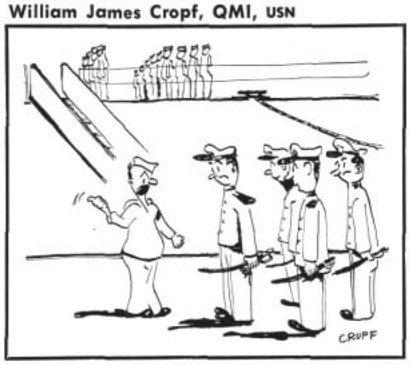
All-Navy Cartoon Contest
Sheldon Glassner, DMSN, USN

"Are you kidding? I can see that one as *clear as day. It's an AD Skyraider.*"

Transportation—There are four different ways dependents can travel. Two methods are via government means: surface (Military Sea Transportation Service) and air (Fleet Logistic Air Wing). Assignment of government transportation for dependents' travel (both surface and air) is controlled by the Transportation Section of the Bureau of Naval Personnel, located in Arlington Annex, Arlington, Va.

The two remaining methods of travel to Guantanamo Bay are commercial air or private automobile. Commercial airline flights depart from Miami, Fla., daily to Havana or Camaguey, Cuba, and thence via Santiago to Guantanamo City.

All-Navy Cartoon Contest
William James Cropf, QMI, USN



"You better get aboard right away—that chief bos'n's mate says he's tired of waiting around for you!"

It might be well to remember that your arrival in Guantanamo City does not conclude your journey. There are about 40 additional miles to travel before you arrive on the Naval Base. This remaining distance can be covered by private automobile directly to the base or by Cuban taxi or train to Caimanera, Cuba, thence by boat to the base.

For those who want to see some of Cuba's charm while traveling to Guantanamo Bay, it is possible to travel the entire distance via private automobile, if you are willing to accept minor inconveniences and spend a little money. Periodically, drive-on, drive-off automobile and passenger ferry service is available from Miami and Key West, Fla., to the ports of Havana, and Cardenas, Cuba. Consult your local auto club or the one in Miami for information regarding this service.

No passport is required of U.S. or Canadian citizens entering Cuba, but proof of citizenship (birth certificate, naturalization certificate, etc.) must be available for presentation.

Automobile drivers must have in their possession a title of ownership, (or letter from owner legalized by the Cuban Consul, or executed before a Notary Public), registration of vehicle for the current year, operator's license, and identity card issued by immigration authorities upon arrival. It is recommended that you carry an effective automobile insurance policy containing Cuban coverage.

Cuban customs permits free entry of automobiles, regular baggage, cameras, radios, typewriters, 400 cigarettes, etc. If you intend to travel by ferry and want to bring along a dog, be sure you obtain a certificate of inoculation certified by a Cuban Consular Official. In Miami this office is in the Pan-American Bank Building. The customs officials will inspect your baggage at your port of entry into Cuba, Havana or Camaguey if traveling by air, and Havana or Cardenas if you are driving through to these ports.

Housing—The Naval Base, Guantanamo Bay, is still considered a critical housing area. However, this situation is steadily improving as additional government quarters (recently authorized and under construction) become available.

Government family housing quarters are assigned to eligible personnel, who are authorized transportation for dependents and household effects at government expense. This includes enlisted personnel of pay grade E-4 with more than four years' military service and all higher pay grades.

Regardless of activity to which assigned, all those desiring family housing (except as indicated below) are required to remain on the Base Housing Waiting List until quarters become available. Precedence on the list is established as of the date of actual reporting aboard the base for duty.

Waiting time on the list varies between three to six months depending upon the time of the year, with the shorter waiting period usually occurring during the spring and summer turnover. Entry of dependents will not be authorized until Commander Naval Base can certify that government family quarters are available.

Concurrent travel is usually authorized for the dependents of: officers of the rank of commander and above when occupying commander and above billets, and all Marine Corps officers; personnel whose wives have been accepted for employment as school-teachers at the Naval Base School; and personnel whose requests for unusual and/or humanitarian consideration have been approved.

Officers' Quarters—Officers' public family quarters consist of three- and two-bedroom furnished houses and two-bedroom furnished apartments, all of attractive wood frame construction.

Enlisted Quarters—Public quarters for enlisted personnel consist of furnished one- two- and three-bedroom apartment-type "replacement houses" of concrete block construction; and half quonsets, which are being replaced by permanent type units.

In fairness to the families already on the base awaiting assignment to replacement housing, all newly arrived enlisted families, unless they are eligible for and have selected the "low cost" defense housing, are assigned initially to the quonset-type public quarters. While occupying these quarters their names remain on the waiting list for subsequent reassignment to replacement housing.

There are a few two-bedroom detached houses on the base maintained by the Naval Air Station and the Marine Barracks commands

WHAT'S IN A NAME

Skyraider

On 18 Mar 1945 the prototype of a plane designed to replace the old SBD dive-bomber was flown for the first time. It was the AD *Skyraider*, the world's most powerful single-engine, propeller-driven plane, and in time it was also to prove itself the world's most versatile combat aircraft.

The "Able Dog" was born too late to see service in World War II, but by the beginning of the Korean conflict it had become the Navy's standard carrier-based attack plane. Thus, on 3 Jul 1950, just six days after American sea and air power had been ordered to the aid of South Korea, *Skyraiders* from USS *Valley Forge* (CVA 45, now CVS 45) were blasting

enemy targets with their deadly payloads. From then on there was hardly a day when the ADs didn't strike, earning high praise from the men who knew them best.

"I am convinced," said RADM John W. Hoskins, USN, commander of Task Force 77, "that the *Skyraider* is the best and most effective close support airplane in the world today."

The flyers of TF 77 claimed, " . . . the *Skyraider* as employed in such a task force is the finest offensive weapon the United States has."

And, Navy officials stated, "The *Skyraider* has consistently delivered the major weight of bombs in strikes over Korea."

Operating around the clock, Navy and Marine ADs in Korea hit the enemy with bombs, rockets, torpedoes, mines, depth charges and napalm, until it was said that Able Dogs had carried everything but the kitchen sink. Then, even that exception to the AD's record of versatility was removed by a plane crew and pilot from USS *Princeton* (CVA 37, now CVS 37) who actually rigged up an old kitchen sink on a 2000-pound bomb and dropped it on the enemy.

The Navy has used ADs for almost every type of mission that an aircraft can fly, from ambulance plane to atomic bomber. In Korea it regularly carried 4000- to 8000-pound bomb loads, although it was originally designed to meet only a 1000-pound bomb-carrying specification. And, at Dallas, Tex., in May 1953 an AD-4 set an all-time, single-engine load-carrying mark when it took to the air with a total useful load of 14,941 pounds.

***Skyraiders* were produced in seven series, AD-1 through AD-7, and in 28 variations for a multitude of missions. The most versatile of them all was the AD-5 "multiplex" model, which could be converted with standard kits into any one of 12 or more combat or tactical versions, ranging from a six-place personnel transport to a long-range bomber.**

Between 13 Jun 1945, when the Navy got its first *Skyraiders*, and 18 Feb 1957, when the last one was delivered, the Navy received 3180 of these planes, so there are still plenty of them around. From the outside they look about the same today as they did in 1945, but inside the structures and equipment have been changed almost completely.

Except for the AD-5, which has a side-by-side, two-place cockpit and large, plexiglas-enclosed rear compartment, the basic AD is a single-place, all-metal plane. It is capable of vertical diving speeds in excess of 500 miles per hour. Its range exceeds 1500 miles and it has a cruising speed up to 300 miles per hour.

Normal armament includes four forward-firing 20mm guns mounted in the wings and various arrangements of five-inch HVAR rockets and 11.75-inch *Tiny Tims*, all hung from external racks mounted under the wings or fuselage center line.

With all its versatility and firepower, it's little wonder this airborne arsenal has lasted so long. But now, with the *Skyraider* out of production, the handwriting is on the wall.

Alfa Delta, better known as Able Dog, is being replaced by jets.

for assignment to the personnel of their commands.

In addition to public family quarters, there is a "low cost" Defense Housing project on the base consisting of two-bedroom bungalows of wood-frame construction. Rental allowance is not forfeited by personnel occupying Defense Housing. The monthly rental charge for all tenants is approximately $39.00 plus utilities. With the exception of stoves, refrigerators and water heaters, these bungalows are completely unfurnished. However, government-owned furniture, plain but adequate, is available; and an established minimum allowance of furniture per bungalow may be rented at a nominal rate.

Assignments to Defense Housing are normally made to enlisted personnel with four or more dependents, eligible for government family housing, who voluntarily elect the Defense Housing waiting list in preference to the public quarters waiting list when applying for base housing.

The present waiting time for Defense Housing is approximately five to six months. However, this waiting time is decreasing as new construction of public quarters progresses.

Household Effects—All government public quarters are equipped with essential furniture, including electric stoves and refrigerators. But, if you'd rather bring and use your own furniture you may do so. The government-provided living room furniture is mostly of the tropical rattan and bamboo type. In most of the permanent quarters, the furniture allowance does not completely furnish the living room and those units that have porches. It is advisable for you to bring such additional pieces as coffee and end tables, book cases, table lamps, throw rugs or inexpensive carpets, electric fans, pictures, and various other knicknacks to personalize your new home. Draperies and rugs are not government-furnished. It is recommended that neither large nor expensive rugs (nor heavy overstuffed furniture) be shipped into the area as past experience indicates that they can be easily ruined in the semi-tropical climate. The most popular rugs are grass or fibre.

Items that you will need, which are not provided, are such things as table, bed and bathroom linens, a complete assortment of kitchen utensils; and cooking ware, dishes, glassware, light blankets, shower curtains, etc. A washing machine and sewing machine are very useful, especially for families with children.

The electrical current on the base is the same as in the United States, 60 cycle, 110 volts, so your electrical appliances can be used without difficulty.

For home entertainment, a good radio (standard broadcast and short wave combination is best) should be included and if you have a television set, bring it along too. Hi-fi fans can also continue to enjoy the most recent recording releases, obtainable in the well stocked record shop at the Naval Air Station Exchange.

A handy service offered by the Special Services department to families arriving on the base in advance of their household effects, is the issue of an emergency household kit, which contains enough bed linens, towels, kitchen utensils, cooking ware, dishes, etc., to accommodate each member of the family until personal household effects arrive. A deposit of $5.00 is required when the household kit is checked out. When the items are all returned $3.00 is refunded and the remaining $2.00 is retained as a service charge.

Arrangements for the shipment of your household effects can be made by contacting the Supply Officer at the naval activity nearest your present address, or you may submit a request for information to the

All-Navy Cartoon Contest
Neil F. O'Connor, ENS, USN

"Now you say you were painting the forward stack when they tested the . . ."

Just for Laughs, Why Not Give the All-Navy Cartoon Contest a Go-Around?

Talented Navy artists and cartoonists and their dependents have the opportunity to compete again this year in the Third All-Navy Comic Cartoon Contest.

The Chief of Naval Personnel will present All-Navy Championship trophies to the five first place winners. The winning cartoons will be published in ALL HANDS.

Entries must be submitted in time to reach the Chief of Naval Personnel (Pers G11) for judging by 31 Dec 1957. This deadline is later than the one set up in BuPers Notice 1700 of 8 July which announced details for the Third All-Navy Comic Cartoon Contest.

The cartoon contest rules—the same as they were last year—are:

- All naval personnel on active duty and their bona-fide dependents are eligible to submit entries.
- Comic (gag or situation) cartoons, to be acceptable, must have a Navy theme or background and be in good taste, suitable for general consumption.
- Cartoons must be in black ink on 8-x-10½ inch paper or illustration board.
- A contestant may enter as many cartoons as he wants to, but each entry must contain the following information and statement securely attached directly to the back of the entry:

1. Full name of originator
2. Rate or rank
3. Serial or file number
4. Duty Station
5. Hometown and name of hometown newspaper
6. A brief statement *certifying the cartoon is an original.*
7. "All claims to the attached entry are waived and I understand the Department of the Navy may use as desired. Signed _____."
   (Contestant)
8. "Forwarded." Signed by Commanding Officer or his representative.

In the case of entries by dependents, they should supply the above information as well as the following statement: "I am a dependent of _____
(Navyman's name)
rank/rate, and serial or file number."

Bureau of Supplies and Accounts, Navy Department, Washington 25, D.C. If you are going to Guantanamo Bay ahead of your family, it's a good idea to leave with your wife a signed application for the shipment of household effects (NavSandA Form 34) accompanied by seven certified copies of the change of station orders. Otherwise, you should forward these papers to your wife so that arrangements for shipment may be made. After you reach Guantanamo Bay you can obtain an authorization for the entry of your shipment by submitting a request to Commander Naval Base. This authorization should accompany the shipment application.

If you don't want to ship all of your household effects, or you want only part of them, your local Supply Officer can arrange to place these things in permanent government storage for the duration of your tour.

Supply your wife with additional certified copies of your change of station orders for any other shipments you may desire to make. It's also wise to give her a power of attorney to save the time it would take to forward applications back and forth for signature.

Civilian Clothing—When the time comes to pack the trunks and suitcases the little lady will want a good supply of cotton, linen and washable synthetic summer clothes for everyday wear. There is a dry-cleaning plant on the base but it does not specialize in ladies clothes. Cleaning even the simplest ladies' dresses can become very expensive.

Sunback dresses and spectator sport dresses are very popular for most occasions. Your wife may want to include some cocktail dresses and a formal or two. Women may wear shorts or similar attire around the home, neighborhood and beach areas, but when engaged in public sports activities such as golf, bowling, etc., only Bermuda-length shorts are acceptable. Exposed midriff is not considered proper attire.

All-Navy Cartoon Contest
Sheldon Glassner, DMSN, USN

"TERWILLIGER, this is a very poorly trained company! I distinctly heard you give 'BY THE LEFT FLANK' and yet they're doing an 'EYES RIGHT' . . . WHY?"

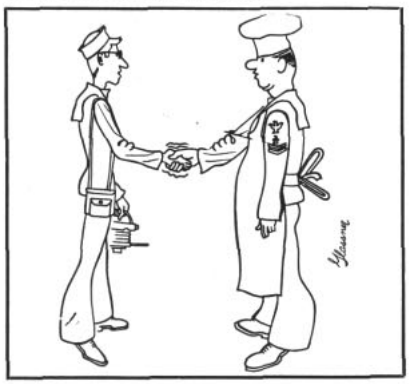
Military personnel are required to wear the prescribed uniform most of the time. However, they are permitted to wear civilian clothing in and around their homes, homes of friends, while engaging in sports activities or riding to and from such activities, or at special functions for which the wearing of civilian clothes has been authorized specifically by Commander Naval Base. In such instances the predominant attire is slacks and sport or Aloha shirts.

You'll want to bring along bathing suits for every member of the family. Since beach sand is coarse and sharp and coral is abundant, a suitable light sneaker or sandal is recommended.

Although the daytime temperatures may sometimes reach into the lower 90s, the evenings cool down considerably especially during the months between November and March. A supply of warmer clothing for the entire family is advisable. Lightweight wraps, coats, sweaters or stoles, and even wool dresses or suits can be used to good advantage when attending outdoor activities during the winter season.

While some clothing is carried at the Exchange stores, the supply is irregular, sizes limited, and there aren't many styles to choose from. Shoes in particular are difficult to obtain in the proper sizes.

All-Navy Cartoon Contest
Sheldon Glassner, DMSN, USN



"The name's Uber, Commissaryman-third class."

"Mine's Johnson, Photographer's Mate . . ."

It may be helpful to visit the personal shopper in your favorite department store before you leave home to discuss the procedure in sending for items you cannot obtain on the base. You will also find it useful to keep your charge accounts open at some of your favorite stores. A good deal of your shopping will also be done through the mail order catalogs.

Uniforms—During working hours and until 1830 daily, officers and CPOs are authorized to wear the Cotton Working Khaki, Service Dress Khaki, Tropical Khaki or Tropical White uniform. Enlisted men wear the Undress White "B" (no jumper), Tropical Khaki or Tropical White uniform. After 1830, Service Dress Khaki (coat optional) and necktie is mandatory for officers; CPOs wear the Working or Service Dress Khaki (coat optional) with necktie mandatory; and the uniform changes to Undress White "A" for other enlisted men.

Service Dress White or Service Dress Khaki (coat optional) with necktie are worn by officers and CPOs at Sunday divine services. Enlisted men wear Undress White "A" with neckerchief. All formal occasions require Service Dress White.

When leaving the limits of the Naval Base and when in nearby Cuban cities, the same uniform is worn as that required after 1830, except that enlisted men must wear neckerchiefs.

As to the number of Service Dress White uniforms, officers and CPOs usually find that four will serve adequately.

Servants—One of the nice luxur-

All-Navy Cartoon Contest
Neil F. O'Connor, ENS, USN

"Say Mac, mind coming back at 1300?"

ies of Guantanamo Bay is the fact that domestic help is available. Maids' salaries range from a minimum of $15.00 a month for an untrained person to a maximum of $35.00 a month (plus board) for experienced help. This may seem low to most Americans; however, these wages are far superior to those received elsewhere in the area. You can expect efficient housecleaning, washing, and ironing, as well as child care. This also includes baby-sitting, as permanent maids are assigned quarters on the base when available. A maid receiving $35.00 per month is also expected to do any, or all of the cooking, if you so desire.

Permanent maids must be hired through the Domestic Servant Office. No other arrangements are permissible.

Base regulations require each domestic employee to have a semi-annual physical examination.

Automobiles—There are approximately 70 miles of passable roads throughout the Naval Base. The distance from one end of the base to the other is nine miles. Although free bus transportation is available between major points, some means of personal transportation is recommended for convenience and an expeditious way of getting around the base. You can either bring your own car, or you can arrange to buy a used car from someone who is leaving the area. There are also quite a few motor scooters around. These too are passed along by departing personnel at reasonable prices.

Owing to climatic conditions, it is not advisable to buy a new car to ship to the base. You will find that your old one, if it is in good running condition, will serve adequately as base transportation. The Naval Exchange garage is equipped to accomplish most repairs. Some spare parts are available locally, but those not obtainable here have to be ordered and shipped from the U.S.

Navymen in pay grade E-4, with four or more years' service, and those in higher pay grades, can ship their cars to Guantanamo Bay at government expense upon application to one of the shipping points. All personnel of lower pay grades must obtain auto entry approval from Commander Naval Base before shipment can be made. Principal automobile shipping points for Guantanamo Bay are Naval Supply Center, Norfolk, Va., and Naval Supply Depot, Bayonne, N. J. Two certified copies of your permanent change of station orders are required with your application (NavSandA Form 322) for shipment. Since there normally is a backlog of cars awaiting shipment at both shipping points, it is advisable to turn yours in at the point of shipment as early as possible.

When the vehicle is delivered to the shipping port, you must have in your possession your registraton card. In the event a lien is held against the automobile, the lien holder's permission should be obtained, authorizing shipment.

Base regulations require every owner of a private motor vehicle to have effective insurance with a minimum coverage for bodily injury of $5/10,000, and public liability and property damage coverage of $5000 before permission is granted to operate the vehicle within base limits. Necessary insurance can be obtained locally. The motor vehicle must also pass a safety inspection before a base license plate can be issued and no motor vehicles will be operated without a base license plate. Each operator of a motor vehicle on the base must also have a base driver's license.

There are six sedans in a "U-Drive It" pool operated by Special Services division of the Naval Station which are available for rental on a first-come basis for periods up to 30 days.

Medical, Dental Facilities — Full medical facilities are available for dependent care. The Naval Hospital is completely equipped for all emergencies and routine care. Obstetrics, gynecology, pediatric and eye-ear-nose-throat clinics are held on a daily basis by appointment. Medical, surgical and dermatological clinics are held weekly by appointment. No house calls are made. Emergency care is available at all times.

Dental care for all dependents is available through a U.S. civilian dentist employed by the Naval Base School Board and maintaining an office on the base. There is a charge for dental treatment with prices comparable to those in the United States. There is no free dental care for dependents.

Currency—U.S. currency is used exclusively. There are no banking facilities at Guantanamo Bay, but checks may be cashed at the Navy Exchange and the Marine Post Exchange. Personal checks are limited to $100.

Exchanges and Commissary—A shopping spree on the base is more likely to be called "making the round of Exchanges," of which there are three (plus associated facilities). The Naval Station exchange offers clothing and shoes for all members of the family, in limited quantity, styles and sizes; household linens, silver plate and sterling articles, notions, jewelry, perfumes, photographic equipment, mahogany products, alligator and Florentine leather products, smokers' needs and candy. A special order department will arrange to obtain any item not carried in stock. The associated facilities are a beauty parlor, barber shop, cobbler, uniform and tailor shop, sporting goods shop, and soda fountain.

The Naval Air Station Exchange specializes in china, electrical appliances of most types, refrigerators, deep freezers, washing machines, hardware, toys, phonograph records, grass rugs, and some duplicate items carried by the Naval Station Exchange. In the same building there is a barber shop, cobbler shop, photo shop, and a soda fountain. Adjoining is a tailor and sewing shop that carries a fair supply of fabrics and sewing materials. Competent seamstresses are available for dressmaking.

The Marine Post Exchange also carries some articles of clothing and shoes, in limited sizes and quantities, refrigerators, deep freezers, washing machines, appliances, photographic equipment, some sports equipment, silverware, and the usual imported items. They also have a tailor and

fabric shop, beauty parlor, barber shop, photo shop, cobbler shop, and soda fountain, Special orders can be placed with the Marine Post Exchange.

The Naval Station Commissary Store has an ample supply of packaged foods, baby foods (both infant and junior), household goods, staple items and some personal items. The meat and produce departments are kept supplied periodically by a station craft making trips to Miami. Fresh milk, fruits, vegetables and frozen foods from the States are usually on hand. Prices are somewhat higher than those in Stateside super-markets.

Recreation—Pleasant relief from the semi-tropical heat can be found at the swimming pools and bathing beaches. Windmill Beach, reserved for base personnel and their dependents, is equipped with attractive cabanas for family picnics and barbecue parties which can be reserved upon application to the Special Services department. Phillips Park picnic grounds, excellent for large group parties, has a pavilion with tables and benches, concrete dance floor, softball diamonds, volleyball courts and horseshoe pits. This park is primarily for Fleet personnel, but reservation for its use by base personnel can be obtained when it is available.

Golfers can enjoy an 18-hole course and a newly constructed nine-hole course, a driving range equipped with floodlights and a practice putting green.

Other recreational facilities available are: bowling, tennis, horseback riding, baseball, softball, basketball, bicycling, archery, sailing, boating, hunting and fishing. An outdoor roller-skating rink is also popular. There are two well equipped hobby shops and the station library is well stocked with reading material for all age groups. The outdoor movie theaters at the Naval Station, Naval Air Station and Marine Barracks, and the enclosed theater in the Villamar Housing area, draw a large attendance. The facilities of the Commissioned Officers' Club, CPO club, Petty Officers' Club, and the EM's "White Hat" Club also provide ample opportunity for a good time.

There are frequent chances for base personnel and their families to take recreational cruises to other islands in the Caribbean for a few days of relaxation, sightseeing and shopping.

Religion—The Base Chapel at Guantanamo Bay has a seating capacity of approximately 460 persons and regular services are held there for members of the Protestant, Catholic and Jewish faiths. Christian Science Services are held in the Naval Station Library.

Education—The Naval Base School provides educational facilities from nursery school level through high school. The nursery and kindergarten are self-supporting. Tuition charges are $12 to $15 per month. Children may enter nursery school any time during the school year after they have reached their 3rd birthday. To enter kindergarten a child must be five years old on or before 1 January of the current school year. Those who have reached their sixth birthday on or before 1 January of the current school year are eligible for the public school, which covers the first through twelfth grades and is supported by the Navy Department. There are no tuition charges for Navy dependents entered in the public school. The school is accredited by the Southern Association of Colleges and Secondary Schools. Transportation to and from kindergarten, elementary and high school is provided by the Naval Base at no cost to the pupils. School books and materials are also furnished free to all children.

The school year commences the last week in August and ends the third week in May.

Limitations Set On Wearing PUC Ribbon Bar

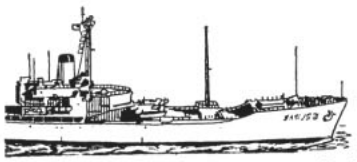
Navy and Marine Corps personnel are now entitled to wear the Navy Presidential Unit Citation ribbon bar ONLY if they were serving with a unit during the action for which it was awarded the PUC. Further, unless they are eligible for more than one PUC ribbon, they will no longer wear stars on this award.

Until recently, Navymen and Marines who joined a unit after it was cited were entitled to wear the PUC ribbon bar without star so long as they remained with that unit, while those who were with a unit when it earned the PUC wore the ribbon with star permanently.

HERE'S YOUR NAVY

The pinpoint precision required for successful launching of long-range guided missiles has brought about a revolutionary new method of navigation for ships.

Regardless of the weather and without the use of any shore aids, it is now possible to fix the exact position of a ship at sea in any latitude by



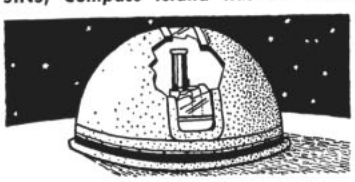
means of a new development called SINS (Ship's Inertial Navigation System).

SINS automatically reports a ship's position, true north and the actual speed the ship is moving over the ocean floor, rather than the less accurate measurement of speed through water.

The Navy's first ship to be equipped with SINS is the 17,600-ton USS *Compass Island* (EAG 153)—a converted merchantman — equipped with activated fins for roll stablization.

A seagoing electronics laboratory, *Compass Island* is capable of automatic photoelectric star tracking and gyroscopic measurement of latitude. She also has a special type of sonar equipment housed in a large, airfoil-shaped dome attached to the bottom of her hull for measuring speed more easily and accurately.

To double-check the accuracy of SINS, *Compass Island* has an ultra-



sensitive star tracker, housed in a miniature observatory mounted on a stablized platform atop a 67-ton tower just forward of the superstructure.

Even in daylight, the celestial tracker locates and automatically follows stars invisible to the human eye. SINS is capable of providing navigation data far more accurately than any sextant.

This accuracy is essential in firing long-range missiles, as an error in direction of only one degree in launching will cause a missile to miss a target 1500 miles away by 25 miles.

Not only will SINS assure bull's-eye efficiency in missile launchings but when thoroughly perfected, it will also insure more precise navigation for all ships and greatly improve the accuracy of maps and charts.

Now's the Time to Start Rolling on Your NROTC Application

IF YOU'RE AN ENLISTED man in the Navy or Marine Corps under 21 years of age, you may have an opportunity to go to college and become a career officer in the Regular Navy or Marine Corps. These opportunities are available to you through the Regular Naval Reserve Officers Training Corps program.

The NROTC program is a yearly opportunity presented to qualified EMs to aid them financially through college. This program is also available to civilians and inactive duty Reservists. If you want to become a career officer in the Navy or Marine Corps, this program provides up to four years of Navy-subsidized education in one of 52 colleges of your choice.

There are approximately 2000 candidates selected each year through this program and of this total, some 200 men are EMs in the Navy and Marine Corps. If you can qualify and are selected, you will be appointed as midshipman in the Naval Reserve and will receive retainer pay at the rate of $50 per month to help you pay your room and board.

While in college you may take any course leading to a baccalaureate or higher degree with the exception of the following: premedicine, medicine, predental, dentistry, preveterinary, veterinary medicine, pretheological, theology, pharmacy, music or art.

You must include 24 semester or equivalent quarter hours of naval science and must complete mathematics through trigonometry and one year of college physics by the end of the sophomore year, and you must show proficiency in English.

You will be required to participate in two cruises and one summer period of amphibious and aviation indoctrination, each of approximately eights weeks' duration.

Enlisted personnel on active duty undergoing instruction in an officer candidate program such as the Naval Aviation Cadet Program (except students enrolled in the Naval Preparatory School) are ineligible to apply for NROTC while retaining their officer candidate status.

Upon graduation, you are commissioned either as ensign, USN, or as second lieutenant, USMC, and are ordered to active duty for four years. If you apply for and are qualified, you may receive immediate assignment to flight training. Again, you may be commissioned in one of the staff corps of the Navy.

During the third year of active duty, you may request retention as a career officer. Those who apply will be screened, and if selected within the authorized strength established at the time, will continue their careers in the Regular Navy or Marine Corps. Otherwise, their Regular commissions will be terminated and they will be appointed Reserve officers. They will be retained on active duty for a total period of four years, unless sooner released, at which time they may be ordered to inactive duty to fulfill the remainder of their six-year obligation.

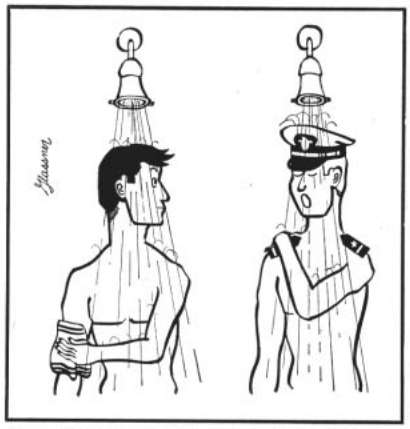
If you're still interested, you'll find the eligibility requirements are described in Articles C-1202 and C-1204 of *BuPers Manual*. Once over lightly, they state:

- You must be on an enlistment or extension of an enlistment which will not expire before 1 September of the year in which you will enter college.
- You must have reached your 17th but not your 21st birthday on 1 July of the calendar year in which you wish to enter the program. As you are a member of the naval service, the upper age limit will be waived if you have previous college credits, and if you will not have reached your 25th birthday by 1 July of the year in which you complete four years of college. To establish this waiver, you will have to submit a college transcript.
- You must be a high school graduate or possess the equivalent educational background or high school certificate which would be acceptable for admission to an NROTC college or university.
- You must be a male citizen of the United States.
- You must be unmarried and agree to remain unmarried until commissioned.
- You must be of good moral character, must have the potentiality for leadership and must be recommended by your commanding officer.
- You must pass a physical examination conducted by two medical officers. The final determination of your physical qualifications is subject to review and decision by the Chief, Bureau of Medicine and Surgery and to the approval of the Chief of Naval Personnel.

If you don't have a high school diploma, and are able to pass the USAFI General Education Development Test battery, high-school level, with a minimum standard score of 45 on the five GED tests, or no score below 35 on any one of the five tests, this will be considered as the full equivalent of high school graduation. An important point to remember is that if you will have reached the 21st anniversary of your birth on 1 July of the year in which you are enrolled in the program, you will be ineligible to apply, unless you have previous college experience. You must be able to establish one year of acceptable college credit for each year over 21. In general, 30 semester hours (or 45 quarter hours) of college credit are necessary for each year.

Procedures to be used in nominating qualified enlisted personnel on active duty for participation in the Navy College Aptitude Test are contained in BuPers Inst. 1111.4B. This service-wide examination, which is conducted annually in December, plus your physical examination, is the controlling factor in determining whether or not your application will be given further consideration. Much of the material in the instruction is

All-Navy Cartoon Contest
Sheldon Glassner, DMSN, USN



"Say Tim, have you heard that ridiculous rumor which is spreading around the ship . . . They say I'm 'Gung Ho.' "

administrative in nature, but it contains considerable matter of direct interest to you.

It is emphasized that separation from the Regular NROTC for most reasons will mean a concurrent resumption of your previous enlisted status for the remainder of your obligated service.

Nominations are received by the Chief of Naval Personnel from all commands annually, beginning 1 August. *The deadline for this year for receipt of all nominations in the Bureau is 18 October.*

If you're interested in applying for this program, you should take immediate steps to complete requirements and submit your application before the deadline. If you are considered qualified, your commanding officer will receive a copy of your Navy College Aptitude Test before the national test date of 14 December.

If you make a passing score on the examination, it will be published in March. Individual notification will not be sent to those who were unsuccessful in the examination.

Briefly, that's the information available at this time. If you haven't had the official word in your ship or station, check with your personnel officer about it. He will be interested and eager to give you a helping hand.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 24—Announced revision of initial clothing monetary allowances for enlisted personnel.

No. 25—Made public a letter from the Secretary of the Navy to the President of line selection board considering promotion of captain to temporary rank of rear admiral.

No. 26—Announced the convening of selection boards to recommend line officers on active duty (except TARSs) for temporary promotion to the grades of captain and commander.

No. 27—Announced approval by the President of the report of a selection board which recommended officers for temporary promotion to the grade of major general in the Regular Marine Corps.

No. 28—Advised that a desertion conviction cannot be sustained if the only evidence of the intent to desert is the period of absence, regardless of length.

No. 29—Announced approval by the President of the report of a selection board which recommended line officers for temporary promotion to the grade of rear admiral.

Instructions

No. 1001.21A—Advises Naval Reserve and Fleet Reserve enlisted personnel serving on active duty that voluntary recall to active duty is subject to certain restrictions.

No. 1414.2B—Provides general information and instructions for the examination of officers (except captains) selected for promotion.

No. 1414.6—Sets forth a plan for the determination of professional fitness for promotion of warrant officers by means of written examinations or completion of specified courses of instruction instead of examinations.

No. 1500.15B—Outlines the procedures to be followed in the selection of candidates for diving instruction.

No. 1811.1A—Provides information concerning non-disability retire-

WAY BACK WHEN

Fifty-Year-Old Torpedo

In recent years underwater explorers have returned from the deep with some pretty fascinating finds — wine jugs and marble columns from sunken galleys, pieces of eight from ships that once sailed along the Spanish Main and all sorts of relics.

Now, a Navy diver, Monroe M. Bailey, BM2, has also come up with a genuine U. S. Navy relic. He found it during routine diving operations on the torpedo testing range of the Naval Underwater Ordnance Station, Newport, R. I.

There, on the bottom of Narragansett Bay, he spotted an odd-looking metal object with four fins and two propellers. He brought it to the surface, and after a bit of research, it was identified as the tail section of an old Mark Two torpedo.

The Ordnance Station archives revealed that the weapon had been fired and lost on the range in September 1909. Its hiding place had remained a secret ever since.

Further research turned up some background information on the ship which had launched the antiquated weapon. She was the unarmored cruiser, USS *Montgomery*, launched in December 1891 at Baltimore, Md., and placed in commission at Norfolk, Va., in June 1894. During the Spanish-American War *Montgomery* (Cruiser Number Nine) participated in the blockade of Havana, where she joined USS *Indiana* (BB 1) in the capture of two prize vessels, the bark *Frasquito* and the barkentine *Lorenzo*, on 5 May 1898. She also took part in the bombardment of two Spanish

forts at San Juan, Puerto Rico, a week later.

Following the war *Montgomery* served for a while with the South Atlantic Squadron and the Caribbean Division of the North Atlantic Squadron. Then, in 1908 she began a six-year assignment as a torpedo experimental vessel. In that role she launched the "fish" that was lost for almost half a century.

From 1914 to 1918 *Montgomery* was assigned to the Maryland Naval Militia. Then, renamed USS *Anniston*, she rounded out her career with a hitch of World War I escort duty along the Atlantic Coast and in the Caribbean. She was stricken from the Navy list in August 1919 and sold that November — which was quite a few years before Bailey was even born.

ment of officers, warrant officers and enlisted personnel of the Regular Navy.

No. 4642.2B—Announced the continuation of furlough fares to active military personnel traveling within the continental limits of the United States while in a leave status.

No. 5512.2—Describes the identification cards to be issued to USN and USNR personnel on active duty and inactive duty (including retired and Fleet Reserve personnel.

Notices

No. 1610 (29 May)—Announced the distribution and availability of Code of Conduct posters.

No. 1520 (10 June)—Gave notice of the establishment of a program of seminar training in professional subjects for chaplains on active duty.

No. 1531 (13 June)—Stated requirements and procedures for the 1957-58 program for the appointment of Naval Reservists to the U.S. Naval Academy.

No. 1306 (18 June)—Canceled BuPers Inst. 1306.23C and Sup 1 of 12 Apr 1956 concerning assignment of personnel to duty with the Naval Security Group.

No. 1085 (19 June)—Required completion of DD Form 93-1 (Rev. 1 Dec 1956)— Record of Emergency Data—by all members of the naval service.

No. 1560 (19 June)—Listed world affairs films of current interest and importance prepared by the Office of Armed Forces Information and Education.

No. 1742 (19 June)—Informed Navymen of forthcoming elections in the states of Virginia and Wisconsin and invited attention to new Federal Post Card Application for Absentee Ballot Form.

No. 4642 (19 June)—Announced Change No. 2 to BuPers Inst. 4642.2A, which concerns railroad furlough fares.

No. 1700 (25 June)—Informed Navy and Coast Guard personnel of the rules governing the Seventh Inter-Service Photography Contest.

No. 1560 (27 June)—Designated supply points for requisitioning USAFI course material for Information and Education Office library use.

No. 1223 (28 June)—Announced Change No. 4 to BuPers Inst. 1223.1 which activated the rates ACW2, ACR2, ACT2, PRS2, and PRM2 as Selective Emergency Service Rates for USN and TAR personnel.

No. 1418 (28 June)—Announced that ACW3 personnel examined in August 1957 for advancement to pay grade E-5 of the AC rating will be examined for advancement to ACW2.

No. 1700 (8 July)—Announced the Third All-Navy Comic Cartoon Contest.

No. 1223 (9 July)—Announced the establishment of the emergency service rating of Sonarman O (Oceanographer).

No. 1520 (15 July)—Issued Change No. 1 to BuPers Notice 1520 of 25 May 1957, which was concerned with applications for postgraduate educational program.

No. 1416 (16 July)—Announced Change No. 1 to BuPers Inst. 1416.1C, which is concerned with the professional fitness for promotion of officers on active duty.

No. 1910 (16 July)—Invited attention to the provisions and requirements pertaining to the submission of the Notification of Discharge Card (NavPers 599) upon separation of enlisted personnel who are recommended for reenlistment.

No. 1750 (19 July)—Announced Change No. 2 to BuPers Inst. 1750.5A, which is concerned with regulations governing the Uniformed Services Identification and Privilege Card (DD 1173).

No. 1416 (26 July)—Announced servicewide examinations for advancement in rating to selected pay grade E-4 to be conducted in November.

Warrant Officers Are Recommended for Promotion

The names of 1151 USN warrant officers on active duty who were selected for promotion have been announced.

The selections included 1009 temporary promotions and 142 permanent. Recommendations for temporary promotion included 96 to W-2, 305 to W-3 and 608 to W-4. Five were named for permanent promotion to W-3 and 137 to W-4.

Appointments of enlisted men to WO grades have also been made. For these selections see page 9.

SecNav Notice

No. 7220 (25 June)—Defined terms, "[service] member with dependents" and "member without dependents," as used in Joint Travel Regulations on entitlement to station per diem allowances.

List of New Motion Pictures Scheduled for Distribution To Ships and Bases Overseas

The latest list of 16-mm. feature movies available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N.Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number.

Those in color are designated by (C) and those in wide-screen processes by (WS). Distribution began in July.

These films are leased from the movie industry and distributed free to ships and most overseas activities under the Fleet Motion Picture Plan.

The Brave One (834) (C) (WS): Drama; Michael Ray, Fermin Rivera.

The Lonely Man (835): Drama; Jack Palance, Elaine Aiken.

Hit and Run (836): Drama; Cleo Moore, Hugo Haas.

The Guns of Fort Petticoat (837) (C): Drama; Audie Murphy, Kathryn Grant.

Funny Face (838) (C): Musical Comedy; Fred Astaire, Audrey Hepburn.

Man Afraid (839) (WS): Drama; George Nader, Phyllis Thaxter.

Beast of Hollow Mountain (840) (C) (WS): Adventure-Drama; Guy Madison, Patricia Medina.

Fury at Showdown (841): Drama; John Derek, Carolyn Craig.

Storm Rider (842): Western; Scott Brady, Mala Powers.

The Big Land (843) (C): Action Drama; Alan Ladd, Virginia Mayo.

The King and Four Queens (844) (C) (WS): Drama; Clark Gable, Eleanor Parker.

This Could Be the Night (845) (WS): Comedy-Drama; Jean Simmons, Paul Douglas.

The Big Boodle (846): Drama: Errol Flynn, Rossana Rory.

The Deadly Mantis (847): Science Fiction; Craig Stevens, Alix Talton.

Twelve Angry Men (848):

Drama; Henry Fonda, Lee J. Cobb.

Westward Ho, the Wagons (849) (C) (WS): Adventure Drama; Fess Parker, Kathleen Crowley.

Bachelor Party (850): Drama; Don Murray, E. G. Marshall.

The Buster Keaton Story (851): Drama; Donald O'Connor, Ann Blyth.

Bailout at 43,000 (852): Adventure Drama: John Payne, Karen Steele.

Revolt at Fort Laramie (853): Adventure Drama; John Dehner, Gregg Palmer.

The Oklahoman (854) (C) (WS): Western; Joel McCrea, Barbara Hale.

Accused of Murder (855) (WS): Drama; David Brian, Vera Ralston.

Counterfeit Plan (856): Drama; Zachary Scott, Peggie Castle.

The Tall "T" (857) (C): Western; Randolph Scott, Maureen O'Sullivan.

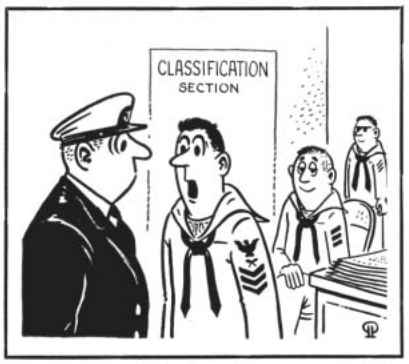
The Night the World Exploded (858): Science Fiction; William Leslie, Kathryn Grant.

Here's Your Chance To Show Off Your Favorite Snapshots

The Seventh Inter-Service Photo Contest, designed to interest the beginner in photography and to encourage participation in photographic activities, will be held at Bolling Air Force Base in Washington, D.C., on or about 4 Dec 1957. The Air Force is host to this year's contest.

All Naval personnel and Coast Guardsmen on active duty for more than 90 days are eligible to enter the contest. Only photographs which have been taken by the individual contestant after 1 Jan 1956 are eligible for competition. There's no limit to the number of photos you may enter, but you can win only one prize in each class.

There will be three categories of competition—black and white single photographs, black and white picture stories, and color transparencies. Each category will be judged in the novice and experienced class. The novice class will be limited to amateurs whose photographic activities are recreational in nature; while the experienced class includes those who have completed civilian or military formalized courses in photography, worked as or are now assigned as photographers or photographic technicians.



"On the form 'List in order, type of ships preferred,' he wrote, 'Spaceship to the Moon, to Mars, and to Saturn!' "

Here's a breakdown of the three categories of competition:

- ***Category I*** will be for single black and white enlargements. They may vary from a minimum of 8 x 10 inches to a maximum of 16 x 20 inches. All prints must be unmatted and unmounted.

- ***Category II*** will feature a series (from three to seven) 8 x 10 inch black and white pictures which tell a story of one of the phases of the Navy's Special Services program. They must have action, human interest, and be suitable for use in publicity releases.

- ***Category III*** is limited to color transparencies no smaller than 35-mm. For protection, the color transparencies should be mounted on cardboard and submitted in plastic type envelopes or other protective covering. The face of the slide is indicated by placing a red dot in the lower left hand corner.

No tinted or color-tone photographs may be entered in Categories I and II nor will negatives be required.

All black and white entries which reach the level of the Department of the Navy contest will automatically become the property of the Navy and will not be returned. Color transparencies, however, will be returned to the contestants.

Only photographs considered suitable for exhibition will be considered. No official U.S. Navy photographs may be entered.

Contestants should submit their photographs to one of the following activities which will hold regional eliminations:

COMFOUR—activities within the 1st, 3rd, 4th, 6th, 8th and 9th Naval Districts.

COMFIVE—activities within the 5th, 10th and 15th Naval Districts, Potomac and Severn River Naval Commands, Fleet and shore-based units of the Atlantic Fleet including Atlantic Fleet Units operating under CinCNELM.

COMELEVEN—activities within the 11th, 12th, 13th and 17th Naval Districts and all Pacific Fleet Units based on the West Coast.

COMFOURTEEN—activities within the 14th Naval District and all activities ashore and afloat in the Hawaiian area and west of the Hawaiian Islands.

Entries from area eliminations must be received by the Commandant Third Naval District no later than 15 Nov 1957. ComThree has been selected to be host again this year for the All-Navy eliminations. A limited number of the winning entries from the regional eliminations will be selected to represent the Navy in the Seventh Inter-Service Photo Contests.

In the All-Navy Contest, appropriate awards will be given to the first, second and third place winners in each category and class. The first three winners in each category and class will also be given prizes in the Inter-Service Contest. In addition, a trophy for the most popular entry, as determined by public ballot, will be awarded at the conclusion of the contest.

The Perpetual Inter-Service photography Contest Trophy will be awarded to the service with the largest number of prize winning entries.

All photos selected for the finals of the Inter-Service Contest will be displayed in the Pentagon during the month of February 1958.

Complete details and rules for the contest are contained in BUPers Notice 1700 of 25 Jun 1957.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH FOUND ON PAGE 9

1. (b) George Washington.
2. (a) 24-gun *Alfred*.
3. (a) USS *Ranger* (CVA 61).
4. (a) fifth atomic sub.
5. (c) *Talos*.
6. (b) USS *Galveston* (CLG 3).

This Is What the Naval Postgraduate School Has to Offer You

OPPORTUNITY IS KNOCKING louder than ever for officers who'd like to get in on the Navy's Postgraduate Educational Program, which has been expanded to make more officers eligible for it and to give them a wider choice of curricula. But, if you plan to open the door you'd better do it soon—applications for classes convening in fiscal year 1959 must be submitted by 1 Nov 1957.

This program consists of a variety of curricula, many of which lead to a bachelor or master of science degree, while others merit only a certificate of completion. The Navy's prime facility for conducting and directing the instruction of commissioned officers is the U. S. Naval Postgraduate School, located about one mile east of the city of Monterey, California.

The Naval Postgraduate School consists of three component schools —the *Engineering School,* the *General Line School,* and the *Management School.*

• Engineering curricula are provided through the facilities of the component Engineering School at Monterey and by utilization of civilian institutions known for their leadership in the fields involved.

• The component Management School provides curricula in the general field of management and is responsible for supervision of related curricula such as business administration and personnel administration and training conducted at selected civilian institutions.

• The curriculum of the component General Line School is designed to broaden and enhance the mental outlook and professional knowledge of all career line officers who can be made available by the Chief of Naval Personnel for such training, generally between their fifth to seventh year of commissioned service.

The Naval Postgraduate School has experienced a continuing development program of modernization and expansion in recent years. It was relocated from Annapolis, Md. to Monterey, Calif., in late 1951.

Today PGS provides an educational institution commensurate with the Navy's task of keeping pace with and in the forefront of utilization of the products of scientific research.

Naval Intelligence School

In addition to the preceding, the Superintendent, Naval Postgraduate School, exercises general supervision over the Naval Intelligence School located at the Naval Receiving Station, Washington, D. C. Its location is close to the various intelligence agencies, whose services and files are drawn upon to insure that the instruction presented at the school is as current and pertinent as possible. The curriculum of the Naval Intelligence School, a nine months' course, is devoted to training in all phases of intelligence, including international relations, national security organizations, valuable instruction in allied fields, such as public speaking, photography and methods of research and report writing, and the techniques of intelligence collection, evaluation and dissemination. Intensive instruction in foreign languages follows for certain officers.

Postgraduate instruction in Naval Intelligence is similar to postgraduate education in general for unrestricted line officers—it does not in itself lead to a deviation from a career in the unrestricted line.

Range of Billets

No matter what your officer code designator may be, there are postgraduate curricula available to help you in your career. In a recent training requirement analysis, it was found that hundreds of billets in the Fleet and shore establishment require officer incumbents with a postgraduate education. These billets range from technical and operational billets to billets at the highest administrative and policy making levels. In order to adapt the technical and scientific advances of the era to naval power, it is axiomatic that a number of naval line officers have the formal graduate level education to comprehend these advances and at the same time have the broad naval background necessary to apply them to Fleet operations.

It is a proven fact that postgraduate education can only improve the career outlook of properly motivated and professionally competent line officers. Officers completing postgraduate training and remaining in the line normally will be assigned a minimum of two tours in the field in which they have been educated—these assignments, of course, being consonant with their rotation cycle.

Officers completing a postgraduate curriculum and joining the Restricted Line structure normally will be assigned to billets which will provide a balanced program between specialization and broadening experience in their career fields.

Courses of Study

The length of time the student spends in the program will depend on the curriculum undertaken. Some curricula may be completed in as little as five months, while others may take as long as three years. In general, line officers are ordered to the two-year technical engineering curricula at Monterey. Based on demonstrated academic ability and motivation they may subsequently compete for quotas in the specialized curricula of longer than two years duration.

A change in application and selection procedures for the fiscal year 1959 program has been put into effect, which enables officers to apply for postgraduate training according to seven "Technical Postgraduate Educational Areas." These "areas" are aeronautical engineering, civil engineering, management and administration, naval engineering, operations, ordnance engineering and "special" (a category which takes in subjects not covered by other areas).

Under the new procedures an officer applying for the program indicates the area in which he would prefer to study. Then, in order of preference, he lists all curricula in that area in which he is interested and for which he is eligible.

If he likes, he may also indicate a second choice area, but in it he may only apply for one specific curriculum, and he will not be considered for that curriculum until all selection possibilities have been exhausted in the area he has listed as his first choice.

Certain curricula under the "naval engineering area" are designed and intended to qualify Line officers for transfer to the Restricted Line in the ED (1400) category.

Line officer applicants for the naval construction and engineering and the advanced nuclear engineering curricula will automatically be redesignated "Restricted Line" offi-

cers in the ED (1400) category upon completion of their studies.

Line officers applying for the chemical engineering (fuels and lubricants) and the electrical engineering curricula must submit, along with their applications, a statement of their intent to request transfer to Engineering Duty. And, a similar statement of intent is required of Line officers, enrolled in the engineering electronics, engineering materials or mechanical engineering (advanced and gas turbines) curricula, during or upon completion of the first year of study. In these cases, formal application and selection for transfer will be made later on in accordance with BuPers directives.

Eligibility Requirements

Specific eligibility requirements as to code designator, grade, operational experience and academic prerequisites for the various curricula are given in detail in BuPers Notice 1520 of May 1957, subject to modifications of BuPers Notice 1520 of 15 Jul 1957. The following stipulations apply to the grade requirements:

For curricula in the areas of aeronautical, naval (except naval construction and engineering), ordnance or civil engineering (except the basic course of study in civil engineering), applicants must have been originally commissioned on or before 30 Jun 1953, and in most cases, must be below the rank of LCDR. However, in some instances, LCDRs with date of rank of 1 Jan 1957 or later are eligible. Naval Academy graduates, classes 1955 and 1956 are eligible for the basic civil engineering curriculum. For the naval construction and engineering curriculum, applicants must have an original date of first commission effective during the period 1 Jan 1953—31 Dec 1955.

For courses of study in the management and administration, operations (except aerology) and "special" areas, applicants must have an original date of first commission on or before 30 Jun 1953 and may be up to, and in some cases in the grade of CDR. USNR ensigns may apply for aerology curricula.

Regular Navy LDOs may submit applications provided that the field of study requested is appropriate to the officer's specialty and that he has the same academic prerequisites required of other applicants.

Submarine officers applying for the postgraduate program (except the naval construction and engineering curriculum) must have at least three years' operational experience in submarines as of 1 Jul 1958. Those applying for naval construction and engineering need only be qualified in submarines by the time they begin their studies.

Naval aviator applicants who entered flight training after their first year of commissioned service must have at least two years of operational flight experience with Fleet squadrons as of 1 Jul 1958. If they entered flight training during their first year of commissioned service, they must have three years' operational experience (including flight training) as of that date.

Officers who have already completed postgraduate work are not eligible for the Postgraduate Program, except for the curricula in civil engineering (advanced), comptrollership, management and industrial engineering, metallurgy (special), naval architecture (advanced hydrodynamics), Navy middle management and nuclear engineering (advanced). Completion of the General Line School (even though it comes under the Postgraduate Program) does not prevent an officer from receiving further postgraduate education.

Refresher Math Course

For officers who hope to attend the Engineering School, a special refresher course in mathematics, developed by the Postgraduate School staff, is available and recommended. Once you complete it you may also obtain refresher courses in mechanics and physics.

To get this material you may specifically request it as part of your application for postgraduate training, or you may submit a separate request direct to the Superintendent, U. S. Naval Postgraduate School, Monterey, Calif.

"REMEMBER! There are nine other Navymen waiting to read ALL HANDS."

How to Apply

If you want to take advantage of the opportunity offered by the Postgraduate Program, check the most recent BuPers Notice of the 1520 series for a complete list of curricula to find out what you're eligible to take and to get the complete details on application procedures. Then, if you qualify, submit the original and two copies of your application, via official channels, to the Chief of Naval Personnel (Attn: Pers-B1136).

The application should include (in this order): a statement of the first choice area and the curricula under it in which you're interested and for which you're qualified; a second choice area if desired; a statement certifying your eligibility as to code designator and grade; a brief resume of your academic background; a statement of security clearance held (otherwise your CO's endorsement should contain a statement of clearance eligibility); in the case of submarine officers and Naval aviators a statement showing that you have the required operational experience; in the case of Line officers applying for the naval construction and engineering or the advanced nuclear engineering curricula, a request for change of designator to Engineering Duty (1400); in the case of Line officers applying for the chemical engineering (fuels and lubricants) or the electrical engineering curricula, a statement of intent ultimately to request transfer to Engineering Duty; an obligated service agreement as prescribed in BuPers Notice 1520; and (if you wish) a statement requesting refresher course material.

A single selection board, scheduled to meet in January 1958, will review all applications for postgraduate instruction and select all the candidates for it. (For some postgraduate curricula direct applications are not desired—see the latest BuPers Notices in the 1520 series for details on these).

Roundup on Latest Per Diem Allowances at Overseas Stations

IN response to letters and calls to ALL HANDS requesting information on per diem allowances at overseas duty stations, the following chart, based on information in *Joint Travel Regulations,* Change 61, has been prepared.

The chart shows station per diem allowances for personnel permanently assigned to duty at any naval activity in any of the countries or localities shown. These allowances are payable to personnel without dependents when government quarters and/or messing facilities are not available, and to personnel with dependents residing at or in the vicinity of their permanent duty stations when government quarters and/or messing are not available for their dependents. Generally these allowances are in addition to any other basic allowances for subsistence and quarters to which a member may be entitled.

It should be remembered that the figures given here are subject to periodic change, either going up or down depending upon living costs in the country at the time.

Where "none" is indicated it usually means that the cost of living in the country is less for the category of personnel shown than it is in the U. S. for the same category.

When ordered to either overseas duty or temporary duty it is advisable to check *Joint Travel Regulations* for the up-to-the-minute figures.

OVERSEAS STATION PER DIEM ALLOWANCES

Country or locality	WITHOUT DEPENDENTS				WITH DEPENDENTS			
	Enlisted		Officer		Enlisted		Officer	
	Subsistence	Quarters	Subsistence	Quarters	Subsistence	Quarters	Subsistence	Quarters
For all countries or places outside continental United States not in this table	None	None	None	None	None	None	None	None
Afghanistan	$0.30	None	$0.40	None	$3.35	None	$3.35	None
Alaska:								
1st Judicial Division	1.15	$0.65	1.20	$1.15	3.00	$1.05	3.00	$1.45
2nd Judicial Division	2.50	1.00	2.50	1.75	3.00	2.50	3.00	2.60
3rd Judicial Division	1.15	.90	1.20	1.60				
Members occupying housing in Aleutian Homes Housing Project located at Kodiak					1.35	3.00	1.35	3.20
Other					1.35	1.75	1.35	2.00
4th Judicial Division (except the following)	1.15	1.10	1.20	1.35	1.35	2.10	1.35	2.40
All that territory west of 150° west longitude and all that territory north of 65° 30′ north latitude	2.50	1.00	2.50	1.75	3.00	2.50	3.00	2.60
Algeria	None	None	2.90	2.30	None	None	3.65	3.35
Antigua, B. W. I.	1.00	.30	1.00	.30	1.20	.30	2.30	.30
Argentina	.70	.80	.75	1.40	1.50	1.50	1.50	1.70
Australia (except the following)	1.00	1.15	1.00	2.00	2.10	1.85	2.85	2.50
Alice Springs	1.00	None	1.00	None	3.50	1.00	3.50	1.00
Austria (except the following)	.50	None	.50	None	3.80	None	3.80	None
Vienna	.50	.75	.50	.75	3.80	1.45	3.80	2.00
Bahama Islands, B. W. I. (only the following):								
Eleuthera Island	1.00	.40	1.00	.40	1.15	1.00	1.60	1.35
Nassau, New Providence Island	4.25	2.55	5.15	4.50	4.80	4.15	6.55	5.70
Bahrein Islands, Persian Gulf (only the following):								
Manama	2.25	3.00	2.75	3.00	3.00	4.50	3.45	4.50
Awali	1.25	.50	1.25	.50	3.00	1.15	3.45	1.15
Belgium	2.30	1.05	2.30	1.05	3.85	1.70	5.30	2.30
Bermuda	None	None	None	None	1.00	.70	1.35	1.00
Bolivia	.80	None	1.00	None	.90	None	1.25	None
Brazil (except the following)	1.50	.50	1.50	.50	2.60	.50	3.70	.50
Rio de Janeiro	2.00	.55	2.45	.55	3.00	1.00	4.10	1.75
Sao Paulo	2.00	.55	2.45	.55	3.00	1.00	4.10	1.75
Bulgaria	1.50	1.85	1.60	3.25	1.75	3.50	2.40	4.00
Burma	2.25	1.00	2.75	1.00	4.90	2.35	4.90	2.35
Cambodia:								
MAAG Personnel	2.00	1.35	2.00	2.40	2.90	2.25	4.00	3.05
Other Personnel	1.00	1.35	1.00	2.40	1.45	2.25	2.00	3.05

OVERSEAS STATION PER DIEM ALLOWANCES

Country or locality	WITHOUT DEPENDENTS				WITH DEPENDENTS			
	Enlisted		Officer		Enlisted		Officer	
	Subsistence	Quarters	Subsistence	Quarters	Subsistence	Quarters	Subsistence	Quarters
Canada (except the following)	.50	None	1.00	None	1.65	.35[1]	2.25	.45[1]
Fort Churchill, Manitoba					2.70	None	2.70	None
Halifax, Nova Scotia					1.65	.65[1]	2.25	.90[1]
Newfoundland (except the following)	None	None	None	None	1.20	None	1.20	None
Argentia					1.20	None	1.20	1.20[1]
St. Johns					1.20	.90[1]	1.20	1.20[1]
Stephenville					1.20	.60[1]	1.20	None
Ottawa, Ontario	.50	.80	1.00	1.20	2.00	1.30[1]	2.75	1.75[1]
Toronto, Ontario	.50	.80	1.00	1.20	2.00	1.30[1]	2.75	1.75[1]
Canton Island	2.25	1.15	2.35	2.00	2.65	2.20	3.60	2.50
Ceylon	2.45	.55	3.00	.95	2.75	.90	3.80	1.20
Chile (except the following)	1.50	None	1.90	None	1.75	None	2.40	None
Antofagasta	.90	None	1.10	None	1.05	.25	1.40	.30
Santiago	1.50	.65	1.90	1.10	1.75	2.20	2.40	3.00
Valparaiso	1.50	.65	1.90	1.10	1.75	1.00	2.40	2.00
Colombia	1.65	.60	2.00	.60	2.10	1.10	2.85	2.20
Costa Rica	2.00	.25	2.15	.50	2.40	1.25	2.40	1.25
Cuba (except the following)	.40	None	.45	None	.45	None	.60	None
Havana:								
Accredited Mission Personnel	None	None	None	None	.55	.25	.90	.40
Other personnel	3.60	1.10	4.40	1.95	4.05	1.80	5.55	2.45
Cyprus	.30	1.15	.30	2.00	.35	2.20	.50	2.50
Czechoslovakia	3.95	2.65	6.25	4.65	5.40	5.05	7.90	5.75
Denmark	1.65	.50	1.65	.50	4.00	.80	5.45	1.90
Dominican Republic:	1.00	.90	1.00	1.60				
Accredited Mission Personnel					1.45	.65	.70	.35
Other personnel					4.40	2.00	4.40	2.35
Ecuador:								
Accredited Mission Personnel	None	None	None	None	None	None	None	None
Other personnel	1.20	.45	1.25	.75	1.40	.85	1.90	.95
Egypt	2.00	.65	2.45	1.15	2.25	1.05	3.10	1.45
El Salvador:	1.30	.70	1.60	1.20				
Accredited Mission Personnel					.95	.85	.95	.60
Other personnel					3.20	2.90	4.35	2.90
Eritrea	.50	None	.50	None	1.10	None	1.10	None
Ethiopia	1.40	1.70	1.75	1.70	4.00	4.25	5.40	4.25
Finland	2.60	.25	2.60	.25	3.75	.25	4.35	.75
France (except the following)	.45	None	.45	None	2.00	.60	2.70	.80
Alpes Maritimes Dept.	1.70	None	1.70	None	2.25	.75	3.00	1.75
Eure Dept.					2.00	.75	2.70	1.75
Eure et Loire Dept.					2.00	.75	2.70	1.75
Loiret Dept.					2.00	.75	2.70	1.75
Seine et Marne Dept.	.70	.60	.85	1.10	2.25	2.45	3.00	3.75
Seine Dept.	1.70	.80[2]	1.70	1.45[2]	2.25	2.90[2]	3.00	4.00[2]
Seine et Oise Dept.	1.70	.80[2]	1.70	1.45[2]	2.25	2.90[2]	3.00	4.00[2]
Ghana	2.25	.70	2.35	1.20	2.65	1.30	3.60	1.50
Great Britain (including Northern Ireland) except	None	None	None	None	1.20	None	1.60	None
Blackbushe-Camberly Area	.50	.45[3]	.60	.75[3]	1.30	.70[3]	1.80	.95[3]
London (including Metropolitan Traffic Area)	1.25	1.00[3]	1.25	1.00[3]	2.00	1.50[3]	2.55	2.05[3]
Manston	.50	.45[3]	.60	.75[3]	1.30	.70[3]	1.80	.95[3]
Greece	1.30	.90	1.60	.90	2.90	1.40	2.90	1.80
Guadalcanal Island	2.25	1.15	2.35	2.00	2.65	2.20	3.60	2.50
Guatemala:	.50	.50	.60	.90				
Accredited Mission Personnel					.80	.45	None	None
Other					3.70	1.95	3.70	1.95
Haiti:	1.45	.90	1.45	1.60				
Accredited Mission Personnel					.50	.30	None	None
Other Personnel					3.30	1.90	3.30	2.60
Honduras:	.90	1.25	.90	1.25				
Accredited Mission Personnel					.40	.50	.35	.30
Other Personnel					2.25	2.70	3.10	2.95

OVERSEAS STATION PER DIEM ALLOWANCES	WITHOUT DEPENDENTS				WITH DEPENDENTS			
Country or locality	Enlisted		Officer		Enlisted		Officer	
	Subsist-ence	Quarters	Subsist-ence	Quarters	Subsist-ence	Quarters	Subsist-ence	Quarters
Hong Kong, B. C. C.	1.00	2.45	1.00	2.45	3.55	4.80	3.55	4.80
Hungary	2.25	None	2.70	None	2.50	None	3.40	None
Iceland (except the following)	None	None	None	None	None	None	None	None
Reykjavik	1.05	None	1.05	None	1.05	None	1.05	None
India	1.20	None	1.45	None	2.00	1.80	2.75	2.45
Indonesia	.45	None	.55	None	.50	None	.70	None
Iran	2.65	1.55	2.75	2.70	3.10	2.95	4.20	3.35
Iraq	2.50	2.35	2.65	4.20	5.10	3.85	7.00	5.00
Ireland	.40	.25	.50	.50	2.95	.75	4.00	1.00
Israel (except Jerusalem)	2.10	.80	4.50	1.40	5.60	1.30	6.80	1.75
Italy (except the following)	.85	.50	.85	.50	2.15	.50	2.20	.50
Civitavecchia	1.00	.55	1.50	1.00	3.80	1.40	3.80	2.80
Naples					2.15	.50	2.20	1.05
Rome	1.00	.55	1.50	1.00	3.80	1.40	3.80	2.80
Jerusalem	2.10	.80	4.50	1.40	5.60	1.30	6.80	1.75
Jordan (except Jerusalem)	1.95	1.40	2.35	2.50	2.20	2.30	3.00	3.15
Laos	2.00	1.35	2.40	2.40	2.25	2.25	3.15	3.05
Lebanon	1.60	.60	1.65	1.05	3.50	1.15	3.50	1.30
Liberia (except the following)	.75	.45	.80	.80	.90	.90	1.20	1.00
Monrovia	3.00	.80	3.15	1.40	3.50	1.55	4.75	1.75
Libya	.85	.50	.85	.50	2.00	1.10	2.70	1.10
Luxembourg	.30	1.15	.30	2.00	.35	2.20	.50	2.50
Malayan Union (except the following)	2.25	.70	2.35	1.20	2.65	1.30	3.60	1.50
Singapore	2.25	1.85	2.35	3.25	2.65	3.50	3.60	4.00
Malta	1.00	None	1.00	None	1.50	None	2.10	None
Mexico	1.45	None	1.70	None	1.65	None	2.25	None
Morocco (except the following)	.80	.50	1.00	.50	2.00	.65	2.75	.85
Ben Guerir, Casablanca, Marrakech, Nouasseur, Rabat, Sale, Tangier					2.00	1.00	2.75	1.35
Members occupying housing constructed under Rental Guarantee Housing Program:[4]								
Nouasseur Air Base Project					2.00	1.85	2.75	.80
Ben Guerir Air Base Project					2.00	2.00	2.75	1.25
Sidi Slimane Air Base Project					2.00	1.65	2.75	.85
Netherlands (except the following)	.80	.35	.80	.35	2.45	.50	3.35	.70
The Hague	1.10	.35	1.10	.35	2.90	.50	3.90	.70
Netherlands West Indies (only the following):								
Aruba	1.30	None	1.55	None	3.65	None	5.00	None
Nicaragua	.75	.50	.75	.50	2.05	1.45	2.80	1.45
Nigeria	2.25	.70	2.35	1.20	2.65	1.30	3.60	1.50
Norway	1.85	.50	2.40	.85	3.20	.90	4.30	1.50
Pakistan	1.60	.80	1.95	1.40	3.00	1.50	4.10	1.70
Panama (Aguadulce only)	.30	1.15	.30	2.00	.35	2.20	.50	2.50
Paraguay	1.05	.60	1.10	1.00	1.20	1.10	1.65	1.25
Peru	1.25	.40	2.00	.40	3.00	1.45	4.10	2.00
Philippines (except the following)	None	None	None	None	.80	None	1.10	None
Rizal Province (including Manila and Quezon City)	1.00	None	1.00	None	1.45	1.40	2.00	1.90
Poland	1.70	None	1.70	None	2.15	None	2.95	None
Portugal	.50	.95	.50	1.65	2.80	1.50	3.85	2.10
Puerto Rico	None	None	None	None	.80	None	1.10	None
Rumania	3.75	1.40	3.95	2.45	4.40	2.65	10.00	7.00
Saudi Arabia:								
Accredited Mission Personnel	.80	None	.80	None	1.90	None	2.10	None
Other Personnel	.80	.80	.80	1.40	1.90	1.55	2.10	1.75
Sierra Leone	2.25	.70	2.35	1.20	2.65	1.30	3.60	1.50
Spain (except the following)	.65	None	.65	None	1.65	.35	2.30	.50
Madrid	.65	.30	.65	.55	1.65	1.60	2.30	2.25
Villatobas	.65	.30	.65	.55	1.65	1.60	2.30	2.25
Surinam	.75	.35	.80	.60	.90	.65	1.20	.75
Sweden	1.00	.50	1.20	.50	2.90	1.60	4.00	2.20
Switzerland	2.75	1.40	2.90	2.45	3.20	2.65	4.40	3.00

OVERSEAS STATION PER DIEM ALLOWANCES	WITHOUT DEPENDENTS				WITH DEPENDENTS			
Country or locality	Enlisted		Officer		Enlisted		Officer	
	Subsist-ence	Quarters	Subsist-ence	Quarters	Subsist-ence	Quarters	Subsist-ence	Quarters
Syria	1.05	1.05	1.30	1.85	3.05	1.70	4.15	2.30
Tahiti (French Oceania)	1.90	None	2.00	None	2.20	None	3.00	None
Taiwan	.35	None	.55	None	2.40	.75	3.30	.75
Thailand	.90	.40	1.10	.70	2.45	2.90	3.35	3.80
Trieste	1.05	None	1.25	None	1.15	None	1.60	None
Trinidad, B. W. I.	1.05	None	1.25	None	1.15	None	1.60	None
Tunisia	.75	.45	.80	.80	.90	.90	1.20	1.00
Turkey	.80	None	.95	None	1.50	None	2.05	None
Union of South Africa	2.10	.45	2.55	.75	2.35	1.40	3.25	1.40
Union of Soviet Socialist Republics	6.00	1.85	7.30	3.25	6.70	3.50	9.20	4.00
Uruguay (except the following)	1.80	1.55	2.15	2.75	2.00	3.35	2.75	4.15
Accredited Mission Personnel					.45	.85	.60	.90
Venezuela:								
Accredited Mission Personnel	None	None	.40	.20	4.15	3.15	5.65	4.10
Other personnel	4.05	1.80	6.50	2.60	7.80	5.90	10.70	7.60
Vietnam (except the following)	.40	None	.40	None	4.00	None	4.00	None
Saigon and Cholon	.40	1.50	.40	1.50	4.00	4.00	4.00	5.50
Virgin Islands of the U. S.	1.05	None	1.10	None	1.20	None	1.65	None
Yugoslavia	2.60	None	2.60	None	3.10	None	4.15	None

[1] No station per diem allowances for quarters will be paid to members who occupy quarters furnished by the Canadian government even though a rental charge is assessed for the occupancy of such quarters.

[2] No overseas station per diem allowances for quarters are payable to members residing in "SHAPE Village," "SHAPE Bachelor Officers' Quarters," "Fontainebleau Village Apartments," or "Fontainebleau International Bachelor Officers' Quarters."

[3] No station per diem allowances for quarters will be paid to members who occupy quarters furnished by the British government even though a rental charge is assessed for the occupancy of such quarters.

[4] These rates are payable to members occupying this housing regardless of the location of their duty station.

Duty with FAWTUPac

The Navy's Air Defense Division of the Fleet All Weather Training Unit, Pacific (FAWTUPac), is rounding out its second year with the Continental Air Defense Command.

The men and aircraft of FAWTUPac stand 'round-the-clock alert at the Naval Air Station, at North Island, San Diego, Calif., ready to intercept any unidentified aircraft off southern California.

FAWTUPac duty is typical of interceptor commands. Pilots stand by in full flight gear to scramble and engage possible enemy aircraft, and can be airborne within three minutes after receiving a warning from radar sites which are key links in the CONAD system. (See ALL HANDS, September, 1956, for details.)

One group of pilots and enlisted men relieves another for a 24-hour tour, and another day begins. Pilots and crews check the status board in the ready room to determine whether they are on a five-minute or 60-minute alert; flight line crews and plane captains inspect the aircraft and make sure they are fueled and in momentary readiness for flight; ordnancemen check the plane's weapons and ammunition, and maintenance crews are busy in the hangars readying other aircraft to be moved onto the flight line when needed.

Meanwhile, in the officers' and enlisted men's lounges, which also serve as ready rooms, men in flight suits wearing bright yellow Mae West jackets start the never-ending wait that is the lot of the Air Defense Division.

But the wait, constant though it may be, is usually not long, for alert scrambles, both real and practice, are numerous. Every unidentified aircraft in the area covered by FAWTUPac, extending from lower California almost to Los Angeles, must be checked out whether it be an airliner, private airplane or other military aircraft which may have strayed from its intended course.

Training films, lectures, briefing sessions and training flights are all part of the preparedness program and must be worked in between alerts.

Part of their leisure time is spent in reading magazines or books, watching television or playing acey-deucy in the lounge. Physical recreation includes badminton and volleyball.

All of these activities stop instantly when the alert horn sounds and the men race to the aircraft.

Pilots and radar operators man the aircraft, ground crews start the ground compressor units that fire off the jet engines, wheel chocks are pulled and aircraft taxi to take-off positions.

Within three minutes after the scramble signal is received they are airborne. The single-place F4D *Skyrays,* which are the Navy's fastest interceptors, can be 10,000 feet over their base within less than a minute from the time they take off.

Only slightly less speedy, the two-place F3D *Skyknights,* whose flight endurance has been a mainstay of the Navy's air force, are off after the unidentified quarry, too.

So far every alert has resulted in the interception of "friendly aircraft" but the men take to the air with the thought that "this may be it."

BOOKS:

SOMETHING OF EVERYTHING IN THIS MONTH'S SELECTION

THERE'S A LITTLE BIT of everything in the books selected by the Library Services Branch for review this month — aviation, espionage, naval history and a novel about the western frontier a century ago. If that isn't enough variety for you, you'll find an even wider range of subjects on the shelves of your ship or station library.

For the air-minded, there are two selections this month—***They Fought for the Sky:*** *The Dramatic Story of the First War in the Air,* by Quentin Reynolds, and ***The Sound of Wings:*** *Readings for the Air Age,* Edited by J. B. Roberts and P. L. Briand.

They Fought for the Sky is the story of the flyers and planes of World War I, when German and Allied airmen duelled each other in aerial combat reminiscent of the Age of Chivalry, then dropped wreaths and messages of condolence behind the lines to honor their fallen foes.

In these pages there are colorful figures like Georges Guynemer, a French pilot who was credited with 53 German planes and mourned by almost all of France when he crashed in 1917; Baron von Richthofen, the German hero who flew in a blood-red Fokker and destroyed 76 Allied planes before he was shot down; Rene Fonck, of France, who downed 75 German aircraft in two years while his own plane was only hit once by an enemy bullet; and of course, Eddie Rickenbacker, Frank Luke and other American aces.

The Sound of Wings is a unique collection of memorable prose and poetry by the world's great writers, capturing the exhilarating experience of flight and tracing its history from man's first dreams of being airborne to his experiments with the rocket.

In this anthology, you'll find Ovid's "The Fall of Icarus" and Samuel Johnson's "Dissertation on the Art of Flying," which recall early ages when man admired the effortless grace of the eagle and built fantasies about the possibilities of flight.

Here also is Alfred, Lord Tennyson's "Prophecy," written before the Wright brothers first flew into history, but predicting the air armadas of today; John Townsend Trowbridge's "Darius Green and His Flying-Machine," which reflects the humor and optimism of man trying with mechanical wings to imitate the birds; and Joseph Conrad's "Flight," a perceptive, realistic description of a first flight. The writings of Anne Morrow Lindbergh and Antoine Saint-Exupery explore the beauty and solitude of flying. "2nd Air Force," by Randall Jarrell, and "Gunner's Passage," by Irwin Shaw, dramatize the air raids of World War II. "Carrier Landing," by James Michener, tells how it felt to fly a Navy jet in the Korean war. And, in "Rocket Shoot at White Sands," Jonathan Norton Leonard looks into the tomorrow of the air age.

If you're not the type to get all up in the air over aviation, maybe the book for you is ***Secret Servants:*** *A History of Japanese Espionage,* by Ronald Seth. In it, the author shows how Japan copied Western methods of spying when she cast off her isolation during the latter half of the nineteenth century, using the German system as a model and the master spy, Wilhelm Stieber, as a teacher. From there, he traces Japan's espionage operations up to World War II, telling of the founding of the Black Ocean Secret Society, Japanese agents in Hawaii as early as 1876, the crucial role espionage played in the Russo-Japanese war of 1904-05 and the penetration of the United States and South and Central America by Japanese spies long before Pearl Harbor. In covering all this (and much more) Mr. Seth reveals many interesting facts.

The naval history in this month's selection is ***The Italian Navy in World War II,*** by CDR Marc' Antonio Bragadin of the Italian navy. This book, which has already gone through four Italian printings, is the most complete and authoritative work published to date on what Italy's navy did in the war. Its account of Italian activities in the Black Sea and Mediterranean between 1939 and '45 gives a close-up, sharp-focus picture of this phase of the war which was not previously available in the English language. It also supplies many missing details and corrects a number of misconceptions.

Completing this month's roundup of books is ***Pillar of Cloud,*** by Jackson Burgess. This novel is the story of young Garvin Cooper, who came west to Whitaker, Kansas Territory, in 1858.

Fired by tales of the riches of the Rocky Mountain country, Cooper and his chance-met friend, Bob McVey, join an inadequate little party of trailbreakers under the leadership of Ned Drum, who is fanatically determined to prove that there is a new and practical way across the plains. At first all goes well, but then come creeping doubts and a growing hatred between Drum and McVey, and the members of the party begin to wonder if Drum is leading them to their doom.

In this book the hostility of nature and Indians and the hopes, fears, dangers, weaknesses and strengths of the people who conquered them begin to come alive.

NOW HERE'S THIS

Fifth Annual Crawl

The tumult and the shouting have died, the records have all gone into the books and the turtles have all gone back into their shells. The 1957 Turtle Derby at the Naval Training Center, Bainbridge, Md., is history.

At Bainbridge, the Churchill Downs of the turtle world, the Derby is an event of such magnitude that it was necessary to set up a special Turtle Derby Racing Commission. This year during the fifth annual crawl, activities from all over the Center sponsored their entries.

The race is held in a 15-foot circle. Turtles are placed in a starting gate in the center of the circle and the first one to reach its perimeter is the winner. Several preliminary heats are held so that the slower entries can be eliminated before the final event.

Last year's winner, "REUP," carrying the colors of the Career Counseling Task Force, galloped the seven and a half feet to the finish line in near-record time.

He was clocked at a breathtaking 17.8 seconds.

NAVAL AVIATOR NO. 608

From the first days of his naval career, as a World War I pilot and early trans-ocean flier, through the years when he became the first man to fly over the North and South Poles, Richard E. Byrd was a pioneer in the true Navy tradition.

On his Antarctic expeditions, Admiral Byrd was responsible for the charting of approximately two million square miles of the earth's surface previously unseen by man in recorded history. His active interest in the South Pole region spanned thirty years.

His first fame in polar exploration was gained in the opposite end of the globe from that which occupied his attention in more recent years. In 1925 he commanded a naval aviation unit which accompanied an expedition to the Arctic. A year later came his famed flight over the North Pole and in 1927, with three companions, he completed his transatlantic flight.

On his first major Antarctic expedition, more than 400,000 square miles of territory were mapped and on 29 Nov 1929, he flew over the South Pole. These exploits brought him the rank of rear admiral by special act of Congress. He was then 41 years old.

Three years later, on his second expedition, he nearly lost his life. For five months during the Antarctic winter he lived alone in an ice-buried shack 125 miles from the expedition's base at Little America. Overcome by carbon monoxide from a faulty stove he became too weak to turn the crank of the hand generator of his radio set, and was only rescued by his anxious companions by a narrow margin.

Extensive air and coastal surveys were carried out on the third Byrd expedition from 1939 to 1941.

Further discoveries were made in the big 1947 expedition which engaged 13 ships and more than 4000 men as a Navy project.

A little more than a year ago, Admiral Byrd was back in the Antarctic again, on his fifth expedition and, until a few months before his death, had planned to return once more in his capacity as officer in charge of the U. S. Antarctic investigations.

On 11 March of this year he died at his home in Boston, Mass., after an illness of several months. His death was attributed to a heart ailment brought on by overwork in connection with his many activities. He was 68 years old.

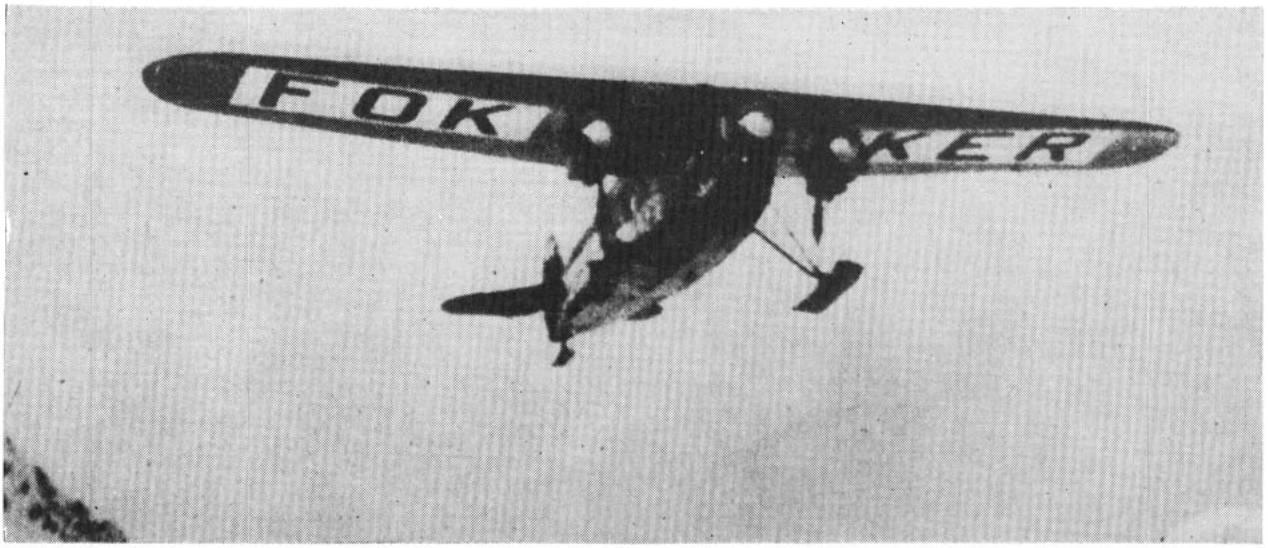
During his lifetime, numerous colleges and universities had conferred honorary degrees on RADM Byrd and he had received a large number of medals, including the Medal of Honor, Navy Cross, Navy Distinguished Service Medal, Legion of Merit, and Distinguished Flying Cross.

THE NAVAL CAREER of Richard E. Byrd almost came to an end at its very start. A three-time broken leg forced him into retirement just four years after he was graduated from the Naval Academy as an Ensign, USN.

At Annapolis (1908-1912) he had played football and was captain of the gymnastic team. The first two injuries occurred during participation in these sports, and the third resulted from a shipboard accident, while serving in USS *Wyoming*, leaving his leg in such a weakened condition that he was unable to stand for extended periods. He was retired for physical disability in 1916.

His second chance at a naval career, however, was made possible some months later when he was recalled to active duty limited to service other than standing long watches at sea.

This handicap did not prevent him from distinguishing himself in his early career. Before his disability retirement, while serving in USS *Washington*, on two occasions he had been cited for rescuing men from drowning. After returning to active duty, during World War I, he was cited four times for bravery. By 1919 he had received 17 citations.



FAMED FLIGHT — While on 1925 expedition into the unknown Arctic Byrd became first to fly over the North Pole.

In 1917 Byrd was assigned to the Naval Aeronautic Station, Pensacola, Fla., for aviation training—an event which was to change his future career. He was to be a Navy airman the rest of his life.

"From the moment I became a full-fledged Navy pilot," said Admiral Byrd later, "my ambition was to make a career in aviation. Not merely in the sense of routine flying, but rather in the pioneering sense."

While at Pensacola, he became interested in a new flying boat under construction. It was the NC-1. At this time, Byrd, now LTJG and Naval Aviator No. 608, conceived the idea of flying it across the ocean to be delivered to the Navy for patrol work.

AFTER THE ARMISTICE, he spent a tour of duty in the Aviation Division of the office of Naval Operations, then in the office of the Director of Naval Aviation, Bureau of Navigation. In early 1919 he progressed one step nearer his goal when he participated in the navigational preparation for the trans-Atlantic flights of the NC planes. Byrd flew as far as Trepassey, Newfoundland, as part of the crew of NC-3, where the plane developed propeller trouble. (One of the other planes made the historic trans-ocean voyage successfully. See ALL HANDS, p. 59, October 1955.)

Aerial navigation had earlier attracted LCDR Byrd and the flight of the NC boats was to be a test of a group of instruments developed by him. They included the bubble sextant for obtaining an artificial horizon and calculating position in flight, the sun compass, which served as a check upon and a substitute for the magnetic compass, and the drift indicator, for measuring departure from course. With modifications, the sextant and indicator introduced by Byrd are still in use by the armed services.

Following the flight of the NC-4, he was assigned to work on a proposed flight of the rigid dirigible *Shenandoah* over the North Pole in 1924. The flight was to start in Alaska and end in Spitsbergen, on the other side of the Canadian Arctic. This project was discontinued, and shortly after *Shenandoah* was lost during a violent thunderstorm.

For some years Byrd was, as he described it, "marooned" in Washington as the Navy Department's liaison with Congress. He received reprieve in the shape of orders to report to England aboard the dirigible ZR-3, which was to be flown to the United States. A few days after his arrival the ship, while on a test cruise, exploded.

Despite these disasters Byrd was not to give up his idea of trans-ocean flights. Still ahead of him were the pioneering flights over the Arctic, the Atlantic and the Antarctic.

IN ADDITION TO FLYING, the polar regions had interested him ever since his boyhood. Raising money from private sources, in 1925 he approached the Navy with plans for the organization of an expedition for aerial exploration in North Greenland. CDR (later RADM) Donald B. McMillan, USN, also a polar explorer, had asked the Navy Department for two planes and so had Byrd. As there were only three amphibians in the Navy at that time, the two men joined forces.

With three planes and a picked group of mechanics and pilots, Byrd acted as flying officer of the expedition. It was on this trip that he became acquainted with Floyd Bennett, MMC, USN, who later flew with him over the Pole. A friendship began that lasted until Bennett's death in 1928.

With Bennett, Byrd made several notable flights over Greenland and as far north as Ellesmere Island. It was dangerous flying, accompanied by depressing toil of preparation. But it gave him his first taste of the North, and he liked it. The mystery and silence of the frozen land got into his blood. As a result of his experience, he and Bennett decided that a flight to the North Pole was possible.

It was not until 1926 that he could obtain leave for himself and Bennett. The steamer *Chantier* was assigned to his expedition which sailed for Spitsbergen in April. From Spitsbergen they proceeded by plane. They flew over the North Pole on 9 May 1926. The epoch-making flight was over in a matter of hours. Sixteen hours after they had left their base at Kings Bay on the Arctic Ocean they were back—after having flown 1360 miles.

The news of the flight was received with enthusiasm all over the world. When he returned to New York,

Byrd suddenly found himself a hero. The Medal of Honor was bestowed on him. He was promoted to commander, while Bennett received the rank of warrant officer.

BYRD TOOK TIME out from polar exploration in 1927 to join in the air race across the Atlantic. The flight he and his crew made was one of several that prepared the way for regular transatlantic airplane service.

Byrd and his crew flew nonstop from New York to Ver-sur-Mer, France, on 29-30 Jun 1927. They covered 3477 miles in 43 hours, 21 minutes. These and many other flights of the period demonstrated the day of transoceanic and transcontinental nonstop flight was dawning.

The idea of taking part in the race came to Byrd while he was still in the Arctic after he had flown to the North Pole in 1926. While the expedition ship, *Chantier,* was still at Kings Bay, Spitsbergen, Byrd stood on deck one day with Floyd Bennett and other friends. They talked about the future.

"I'd like to fly the Atlantic now," said Admiral Byrd.

"So would I," said Mr. Bennett. "We can do it with that plane."

However, after the plane—the *America*—was remodeled, it crashed on its first test flight. Although it was later repaired, Byrd's wrist was broken, and Bennett was injured so badly that for a time it was thought he would not recover. Bennett's place was taken by Bert Acosta. Others in the crew were Bernt Balchen and George O. Noville.

On 29 Jun 1927, the huge *America* rose slowly and started for Paris with a circling escort of small planes. That was the beginning of one of the most desperate air voyages ever undertaken.

The weather was bad all the way. For hours they flew through fog, over clouds, and past dark, towering masses of mist.

When they saw the coast of France, it was the most welcome bit of coastline they had ever seen. But the worst conditions were at the end of the flight. They found north central France enveloped in a violent storm.

So the nose of the plane was turned again toward the sea. After another long battle with the storm they reached the coast and picked up the lighthouse near Ver-sur-Mer. Flares were dropped, and by their illumination Balchen brought the plane down. As it touched the waves, the wheels were torn off. The *America* landed with a crash and filled with water. The crew made its way to land in a collapsible boat.

Byrd had not reached his objective, but he had given the world a more dramatic moment than if he had. The flight added greatly to his reputation. His care in preparing for the venture had been fully justified. The airplane had proven its safety, and its radio had enabled the fliers to navigate when the earth and sky and the sun were obscured. It was the first really scientific flight over the ocean, a flight in which safety was made a major objective.

WHEN HE RETURNED to the United States, Byrd was already full of plans for his next venture, exploration of the Antarctic and a plane flight over the South Pole. He set in motion the machinery for a most complete expedition to the Antarctic.

The goal of the expedition was not only a flight to the Pole but also—what was of greater scientific importance—exploration of a part of the vast continent of five million square miles, which was almost unknown, except for a few places on the outer edge.

To supplement the exploration work of the planes Byrd took with him a scientific staff of 12 men, many types of instruments, and dog sleds. With this equipment he hoped to clear up many of the mysteries of the Antarctic. His flying was to be chiefly over King Edward VII land and the country to the south and east, which was within easy striking distance of his base.

The expedition consisted of three ships, *The City of New York, Eleanor Bolling* and *Larsen. Larsen* departed from Wellington, New Zealand, ahead of the others. They departed from Dunedin, New Zealand, on 2 Dec 1928.

After a brief stay at Discovery Inlet the ship went on to the Bay of Whales. Byrd found the bay filled with ice, which showed no signs of going out, as it had done when Roald Amundsen had wintered there. Unloading operations began at once, however, and the heavy load of shelters, food, gasoline, oil, and other supplies was hauled distances of from eight to 10 miles to the base camp at the head of an ice inlet off the bay.

Such a route was always difficult because of the fog and clouds, which frequently came up rapidly and barred the way. The flights were made in the "Floyd Bennett," named in honor of the Navy chief who had made the flight with him over the North Pole. On the first short flight Admiral Byrd saw mountains (later named the Rockefeller Mountains) that were to be photographed and explored in detail.

The coastline was also traced eastward from the Bay of Wales farther than a ship had been able to penetrate by sea, and some distance beyond the *nunataks*—insular hills surrounded by ice sheets—discovered by the British explorer Scott, and named after him.

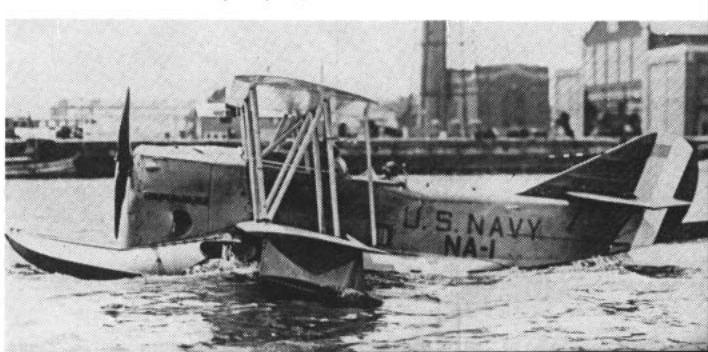
The geological party, headed by Dr. Laurence M. Gould, had gotten underway sometime before Byrd was ready for the long flight to the South Pole. Dr. Gould's party was at the Queen Maud Mountains reporting on weather conditions. An airplane supply base had also been placed at the foot of these mountains by plane.

AFTER THE MANY YEARS of planning and preparation, the actual flight over the Pole was almost anticlimactic. Here, in part is Byrd's description:

There were handshakes all around, and at 3:29 o'clock we were off. The skis were in the air after a run of 30 seconds—an excellent take-off. A calm expectation took hold of my mind.

Had you been there to glance over the cabin of this

POLAR FLYER—In 1925 LCDR Byrd commanded a naval aviation unit accompanying CDR MacMillan to Arctic.



BYRD LAND—Antarctic base receives a snow job during winter blizzard in 1931 on Byrd's second trip south.

modern machine which has so revolutionized polar travel, I think you would have been imrpessed most of all—perhaps first of all—with the profusion of gear in the cabin. There was a small sledge, rolled masses of sleeping bags, bulky food sacks, two pressure gasoline stoves, rows of cans of gasoline packed about the main tank forward, funnels for draining gasoline and oil from the engines, bundles of clothing, tents an so on ad infinitum. *There was scarcely room in which to move.*

It was quite warm forward, behind the engines. But a cold wind swept through the cabin, making one thankful for heavy clothes. When the skies cleared, a golden light poured into the cabin. The sound of the engines and propellers filled it. One had to shout to make oneself heard. From the navigation table aft, where my charts were spread out, a trolley ran to the control cabin. Over it I shot to Balchen the necessary messages and courses.

That, briefly, is the picture, and a startling one it makes in contrast with that of Amundsen's party, which had pressed along this same course 18 years before. A wing, pistons and flashing propellers had taken the place of runner, dogs and legs. Amundsen was delighted to make 25 miles per day. We had to average 90 miles per hour to accomplish our mission. We had the advantages of swiftness and comfort, but we had as well an enlarged fallibility. A flaw in a piece of steel, a bit of dirt in the fuel lines or carburetor jets, a few hours of strong head winds, fog or storm—these things, remotely beyond our control, could destroy our carefully laid plans and nullify our most determined efforts.

Between 11:30 and 12:30 o'clock the mountains to the eastward began to disappear, dropping imperceptibly out of view, one after another. Not long after 12:30 o'clock the whole range had retreated from vision, and the plateau met the horizon in an indefinite line. The mountains to the right had long since disappeared.

The air finally turned smooth. At 12:38 o'clock I shot the sun. It hung, a ball of fire, just beyond south to the east, 21° above the horizon. So it was quite low, and we stared it in the eye. The sight gave me an approximate line of latitude, which placed us very near our position as calculated by dead reckoning. That dead reckoning and astronomy should check so closely was very encouraging. The position line placed us at Lat. 89° 4½′ S., or 55½ miles from the pole. A short time later we reached an altitude of 11,000 feet. According to Amundsen's records, the plateau, which had risen to 10,300 feet, descended here to 9,600 feet. We were about 1,400 feet above the plateau.

So the Pole was actually in sight. But I could not yet spare it so much as a glance. Chronometers, drift indicators and compasses are hard task-masters.

Relieved at the controls, Balchen came aft and reported that visibility was not as good as it had been. Clouds were gathering on the horizon off the port bow; and a storm, Balchen thought, was in the air. A storm was the last thing we wanted to meet on the plateau on the way back. It would be difficult enough to pass the Queen Maud Range in bright sunlight; in thick weather it would be suicidal. Conditions, however, were merely unpromising: not really bad, simply not good. If worse came to worst, we decided we could out-race the clouds to the mountains.

At six minutes after one o'clock, a sight of the sun put us a few miles ahead of our dead reckoning position. We were quite close now. At 1:14 o'clock, Greenwich civil time, our calculations showed that we were at the Pole.

I opened the trapdoor and dropped over the calculated position of the Pole the small flag which was weighted with the stone from Bennett's grave. Stone and flag plunged down together. The flag had been advanced 1500 miles farther south than it had ever been advanced by any American or American expedition.

For a few seconds we stood over the spot where Amundsen had stood, December 14th, 1911; and where Scott had also stood, thirty-four days later, reading the note which Amundsen had left for him. In their honor, the flags of their countries were again carried over the Pole. There was nothing now to mark that scene: only a white desolation and solitude disturbed by the sound of our engines. The Pole lay in the center of a limitless plain. To the right, which is to say to the eastward, the horizon was covered with clouds. If mountains lay there, as some geologists believe, they were concealed and we had no hint of them.

And that, in brief, is all there is to tell about the South Pole. One gets there, and that is about all there is for the telling. It is the effort to get there that counts.

NOTE: Italicized material on this and preceding page is quoted from the book "Exploring With Byrd," by RADM Richard E. Byrd with permission from copyright owner.

BECAUSE OF LONG PREPARATIONS and continuous radio news from the Antarctic, the South Pole flight caused even more of a sensation than Byrd's North Pole flight. Upon his return to the States, he was promoted to Rear Admiral by Congress, and a Congressional Medal was struck to be presented to all the members of the expedition.

Spectacular as the polar flight was, the exploratory work of the expedition was of greater basic importance. But to the general public, the important result of the expedition work was eclipsed by the polar flight. A few days after the flight over the Pole, Byrd made a flight to the northeast and for once was not stopped by clouds and fog. He traced the coast to its most northerly point in this sector of the Antarctic, reaching a region that had been and still is beyond the reach of ships.

He also discovered the entire eastern boundary of the Ross Sea. He found that the sea ended on the east, as it did on the west, in a magnificent range split by huge glaciers. It was the most important discovery of the expedition but it went almost unnoticed.

WHEN ADMIRAL BYRD returned to the Antarctic in 1933 he had at his disposal two planes much larger than those he had used on his first expedition.

It was this winter that Byrd isolated himself in a hut 125 miles south of Little America for the purpose of making meteorological observations to be checked against those at the northern base. Gas fumes from his stove, resulting from a clogged chimney, incapacitated him during his stay, so that he was sick and weak when a tractor party reached him in early spring. His health was so impaired that he was able to go on only one of the many airplane flights during the summer season of exploration.

This expedition obtained contours that showed a plateau of about 4000 feet between the Edsel Ford Range and the Queen Maud Mountains. This disposed of the theory that there was a frozen strait, partly filled in, through this part of the Antarctic between the Ross and Weddell Seas.

In 1939-40 he participated in another Antarctic expedition which, among other things, explored an area of more than 100,000 square miles.

A CROWNING RECOGNITION of Byrd's polar experience came in 1946, when he was placed in command of the most ambitious polar expedition ever attempted—the Navy's Antarctic Development Project, Task Force 68. Thirteen ships and their planes, with a complement of some 4000 men, were placed under his command as Operation High Jump.

One group of this task force reported the discovery of an "oasis." Described as a Shangri-La, the area was reported to contain many lakes with nearby bare ground showing evidence of vegetation. The same group, about a month later, reported another such "oasis."

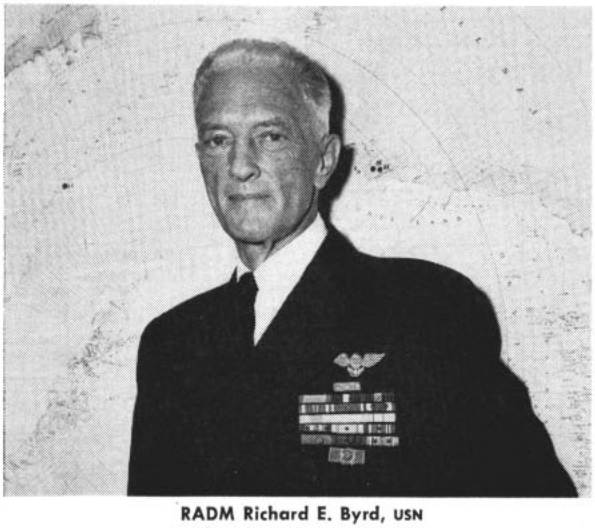
Some concept of the conditions under which men of the Antarctic must work might be gained from the observations and comments of those who participated in this cruise—one which at that time was the best equipped yet to have entered the area:

- It takes three hours for five men to travel five miles in a Weasel.
- Tools placed on top of the snow were completely buried within two minutes.
- Drifts around the tents were so high it was necessary to shovel your way in and out of the entrance.
- Shoes are frozen to the floor when you get up in the morning.
- No one washes or shaves.
- Camera shutters will not work.
- Most of the time is spent hugging pot-bellied stoves. You treat yourself like a flapjack. First, you heat your front then flip over and heat the rear. Meanwhile, the other side is getting cold.

BACK AGAIN — As commander for Operation Deep Freeze RADM Byrd visits Little America he set up in 1929.

Observations made concerning the camp mess hall (known as the most southern and coldest restaurant in the world):

- Customers eat with one, and sometimes two, pairs of gloves.
- Men consume 6000 calories a day (about twice as much as the customary military diet of 3200 calories).
- Oil heaters are spaced throughout the mess hall, but a few feet away they are about as useful as cigarette lighters.
- It takes from 36 to 48 hours to thaw steaks enough for cooking.
- All water must be obtained by melting snow or ice. A rubber hose shoots steam into a bucket where a chunk of ice has been placed. In about 15 minutes the ice is melted and the water is rushed to the mess hall before it is frozen again.



RADM Richard E. Byrd, USN

In 1954, RADM Byrd was placed in over-all command of Operation Deep Freeze, which between 1955 and 1959, is to prepare, supply and maintain a series of scientific stations in the Antarctic in connection with the International Geophysical Year. (See ALL HANDS, May 1956, p. 2.) *He was serving in this capacity at the time of his death.*

TAFFRAIL TALK

AS HAPPENS even with well organized publications, ALL HANDS staff members frequently run across interesting if not too significant items which they would like to use, but they can't quite find the right spot for them. Such trivia usually end up on the desk of the Editor-in-Charge-of-Small-Lots-and Misc., known to the public as Taffrail. Such was the fate of certain releases from USS *Hornet* (CVA 12) which rightfully belonged in the August Special Services issue.

One, the result of *Hornet's* Far East tour, told of the *Hornet* Hotsi Bath, claimed to be the latest and only steam bath in the entire Fleet. Located on the 02 level just off the forward port gun mount, the steam bath has become one of the most popular spaces aboard ship. *Hornetmen,* who have tried Japanese "hotsi" baths, have learned that steam baths can relax nervous tension and ease the aches and pains of physical fatigue. All hands, from plane mechanic to boilerman, have been making use of this facility.

For those who want to return without delay to their usual state of weariness, tension and neuroses, an exercise room complete with weight lifting equipment, a punching bag, and a training bag, is conveniently located next to the Steam Room.

★ ★ ★

Under the circumstances it would take but a small amount of journalistic license to refer to USS *Hopewell* (DD 681) as a bird sanctuary. With head down through darkness and rain, John W. Schmutz, SN, was making his way to the bridge to relieve the watch. Without warning, he felt a firm grip on his shoulder. He turned his head to look into the eyes of a fish hawk.

Fortunately for Schmutz' nervous system, the hawk was simply tired from the storm, was obviously tame and unafraid of humans, and simply wanted free meals and lodging. He (or she) received both for more than a week. Then he (or she) simply went AWOL.

There's no point or moral to the story, unless you want to ponder the fact that you never know what you'll run into next.

★ ★ ★

To our way of thinking the people in the San Diego Post Office rate a steak for delivering the mail. Not long ago they received a package (minus a return address) for a man we'll call John Smith. It was addressed like this:

Mr. John Smith, 887 L St., Lawrence County, San Diego, Calif.

After making a thorough search and learning there was no such address, a bright clerk sent the package on to the post office of the Fleet Sonar School. There, the address was unscrambled so that the package could be delivered to Navyman John Smith, serving on board USS *Lawrence County* (LST 887).

If that doesn't rate a T-bone, we don't know what does.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keynotes of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

ALL HANDS the Bureau of Naval Personnel Information Bulletin, with approval of the Bureau of the Budget on 23 June 1955, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directions is for information and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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The Bureau should be kept informed of changes in the number of copies required.

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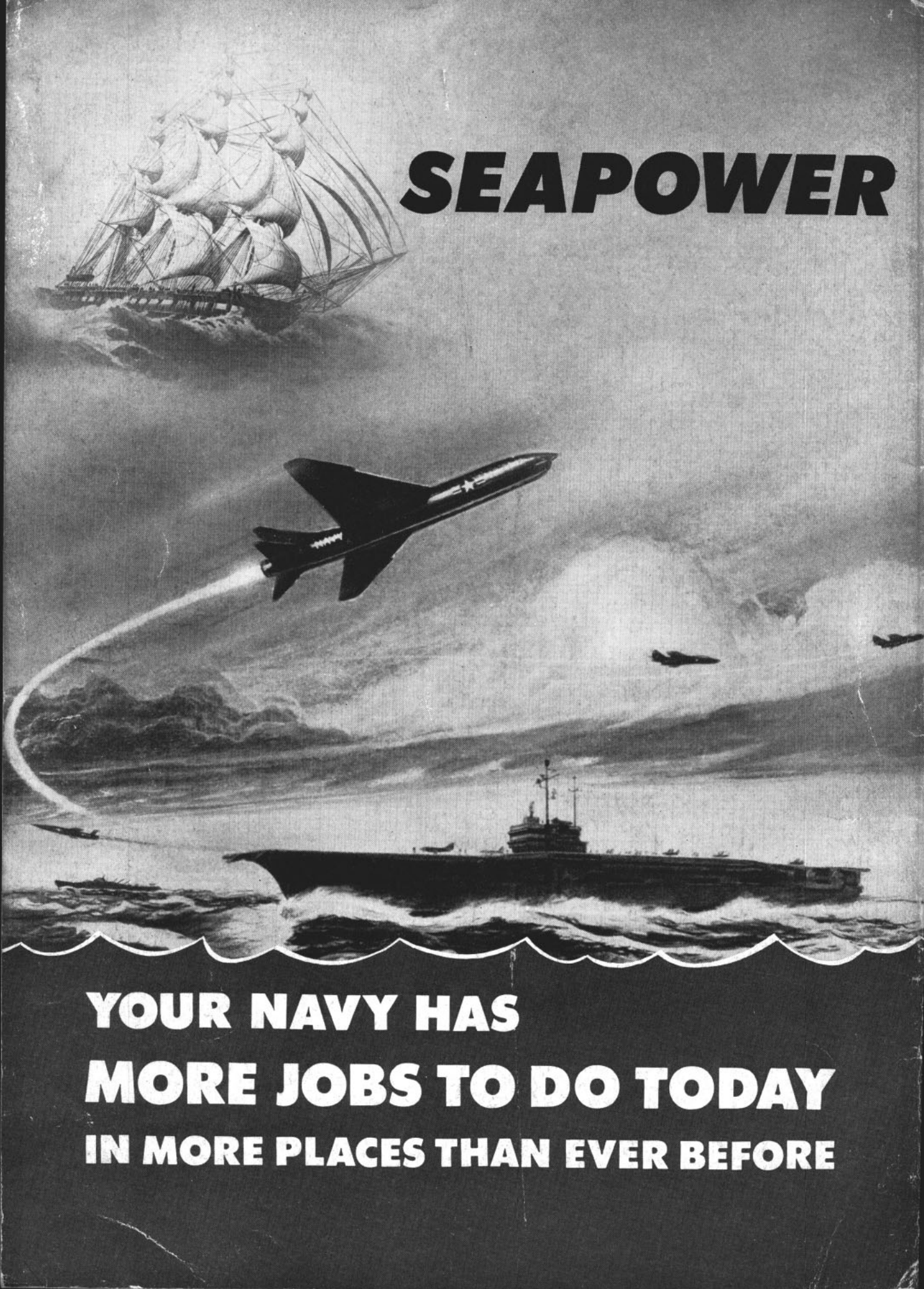
• **AT RIGHT: ICE CREAM CONE from the geedunk stand of USS *Cavalier* (APA 37) is enjoyed on ship's fantail by D. E. Hineline, BT3, USN, while ship is moored at Long Beach, Calif.**


SEAPOWER
YOUR NAVY HAS
MORE JOBS TO DO TODAY
IN MORE PLACES THAN EVER BEFORE